

Latitude 38

VOLUME 256, October 1998

WE GO WHERE THE WIND BLOWS



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Where would you like to Berth your Baby?












Grand Marina Of Course!!!

Whether your baby has name like "Precious" with specifications like 29' LOA, 6'0" beam & 8000 lbs or answers to "Dragon's Breath" with specs of 60' LOA, 18" beam, 10 tons & 600 horsepower, we'll treat her with care befitting the newest infant. We love babies. You should have your boat with us.... (stork not included with berth).

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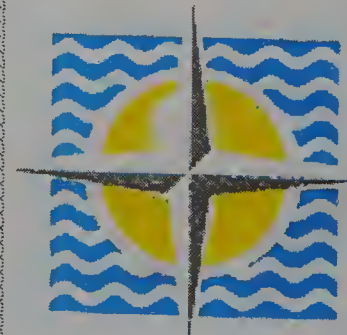
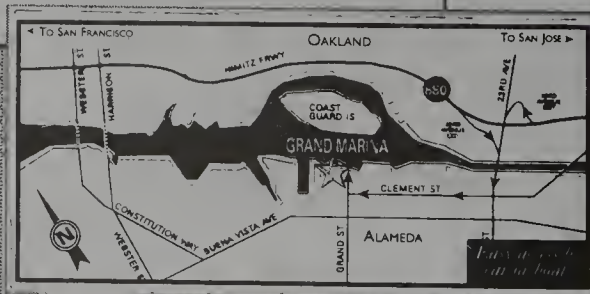
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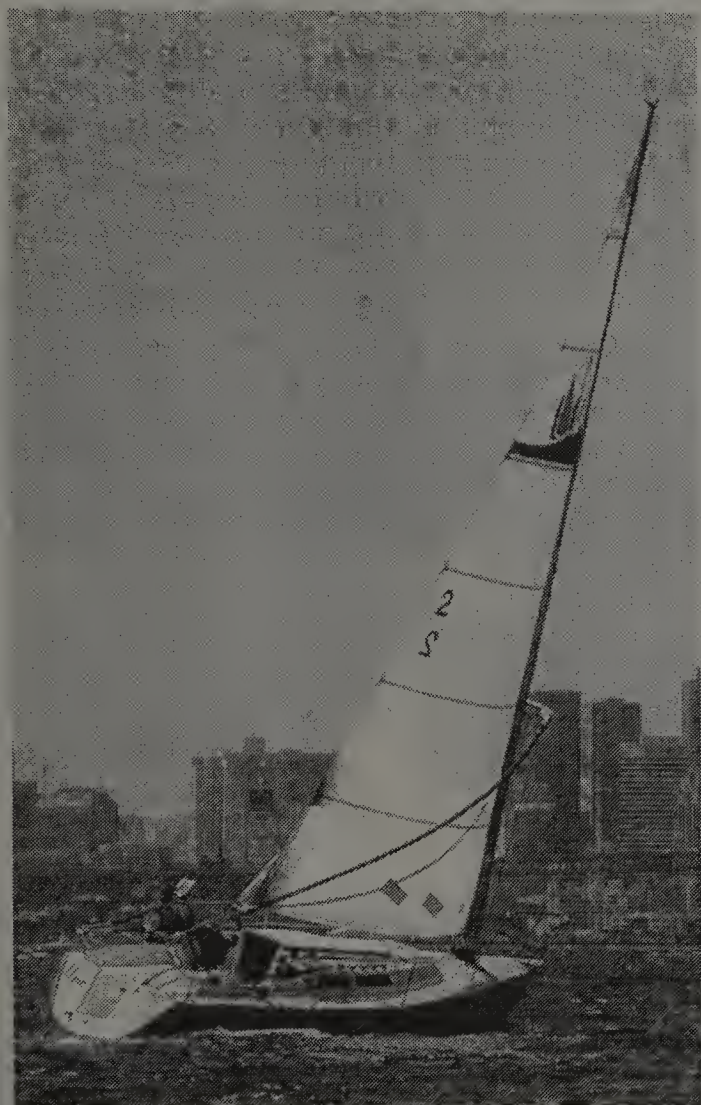
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GRAND MARINA
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NUMERO UNO

photo: Mariah's Eyes Photography (510) 864-1144



**Uno*

Whether it's highly competitive one-design racing or crossing the Bay with his family, Steve Wonner enjoys sailing - pure and simple. And *Uno*, his cat rigged Wyliecat 30, is just that.

In last month's NOOD regatta, with only one sail to trim, and none to change, Steve and his crew focused on boat speed and the tactics. And their expert trim and tactics paid off. *Uno* became the first Wyliecat class champion, in tight competition in the newly formed seven-boat fleet.

Cat boats' rigs and unstayed masts make for a simple sailplan. But while the rig is simple, the mainsail is not. The free-standing carbon mast tapers toward the top, bending and spilling the wind as the breeze builds, effectively depowering the sail - a sail shaped to respond to those changes in the mast.

Uno's Pineapple Sail is just one more example of our commitment to sail development: designing and building the right sail for the job. The simple cat rig dictates a complex mainsail. And as Steve points out, "With only one sail, it had better be the right one!"

YOUR DEALER FOR: Musto Foul Weather Gear & Headfoil 2

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Svendsen's in Alameda & Bay Riggers in Sausalito



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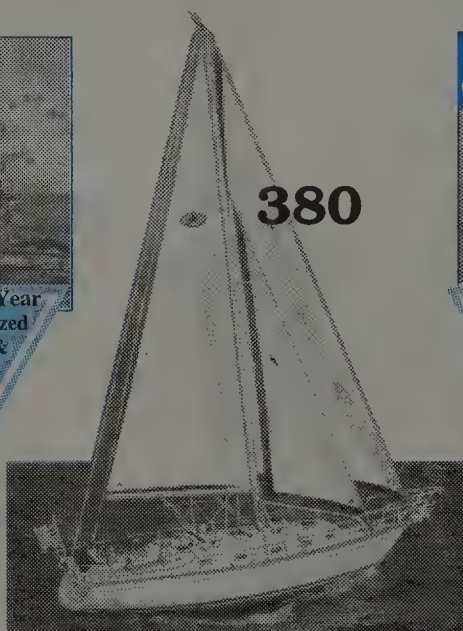
Designed, engineered and built like no other cruising sailboat, an Island Packet yacht delivers an unmatched combination of safety, seakeeping, liveability and performance. An Island Packet is waiting to fulfill your dreams of the cruising lifestyle.



At
Our Docks

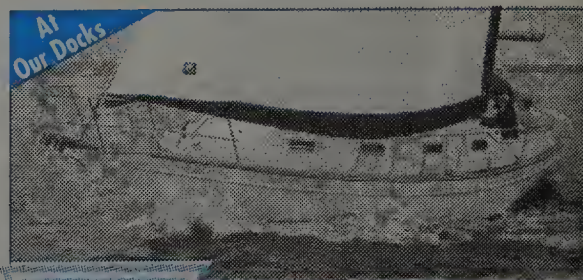
Boat of the Year
Best Full Sized
Cruiser &
Best
Value
1996

45 The Island Packet 45 is a remarkable yacht that simply does everything you could ask a cruiser to do with finesse. The boat is quick and well mannered with a roomy, elegantly appointed interior. The superior quality is readily apparent. This is the only boat ever to win *Cruising World* magazine's Best Boat and Best Value awards.



380

24 Sold in 6 Weeks



At
Our Docks

Boat of the Year
Best Midsized
Cruiser
1998

The 320 combines all **320** the quality and features you'd expect from Island Packet. Check out the new 320 and you'll see why *Cruising World* selected the 320 as the 1998 Boat of the Year winner for best small cruiser. This is the ideal boat choice for those looking for good quality, roomy, comfortable accommodations and an easily managed yacht under 35 feet. Excellent sailing performance.

DEHLER YACHTS -

Central Winch System

German Precision



At
Our Docks

Boat of the Year
Overall
Cruising
1998



At
Our Docks



41DS

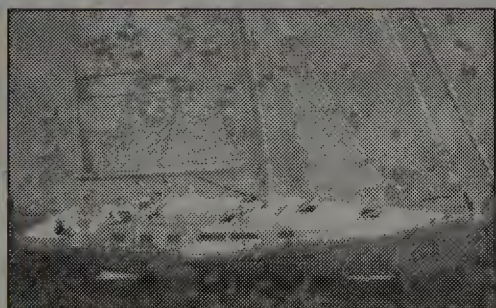
All lines lead back to dual electric winches at the helm station.

41C

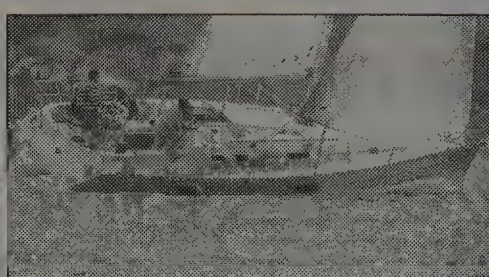
Cruising World Magazine's 1998 Best Full Size Cruiser and Overall Cruising Boat of the Year



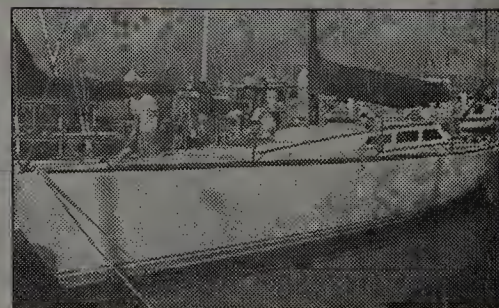
BROKERAGE



SAGA 43, 1998 loaded \$269,000
HUNTER 30, 1991 \$42,000



BENETEAU 351, 1995 \$99,000



OLSON 40, 1986 \$89,900
FORCE 50 Call

CLIPPER MARINE 30, 1973 \$8,100

A BENETEAU

Only looks more expensive

When you look at a Beneteau you may very well think that it sells at a premium price. If you have carefully priced another boat you may assume you will have to add a lot of extra charges before you get a boat you can actually use. The big surprise is that when all is said and done, sail-away Beneteaus cost about the same as boats of lesser quality and reputation. Group Beneteau is the world's largest sailboat manufacturing company (they own Jeanneau, Wauquiez, CNB and Lagoon Catamarans). Through advanced engineering, innovative manufacturing and tremendous buying power they can simply build a better boat for less. When you get the facts you will know that a Beneteau only looks more expensive.



Standard Features

411 (4 just sold)

Varnished Cherry Interior	Teak Cockpit Seats
Refrigeration	Cockpit Cooler
Stove/Oven	Vinylester Bottom
Battery Charger	Commissioning
Stereo/CD/4 Speakers	Furling Mainsail (non-furling avail.)
Microwave Oven	Furling Genoa
VHF Radio	Windlass
Halogen Lighting	Stern Seats

Autohelm Tridata
 Shorepower & Cord
 Hot/Cold Cockpit Shower
 360 Bonded Bulkheads
 Leather Wrapped Steering Wheel
 Twin Backstays
 Transferable Warranty
 Bottom Paint

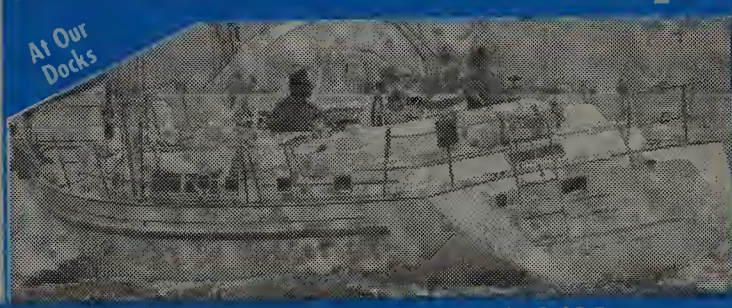
461 (Farr design)

All Equipment on the 411 Plus:
 Electric Windlass
 Autohelm GPS
 Autohelm 600 Chartplotter
 Autohelm ST50 Multiview

Beneteau 36 Center Cockpit

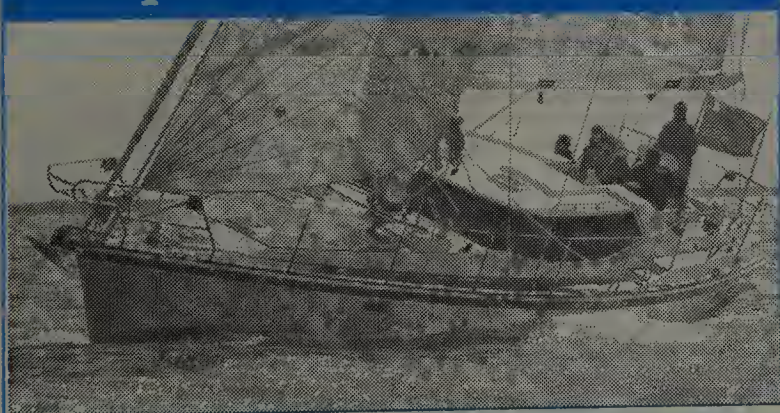


Beneteau 40 Center Cockpit



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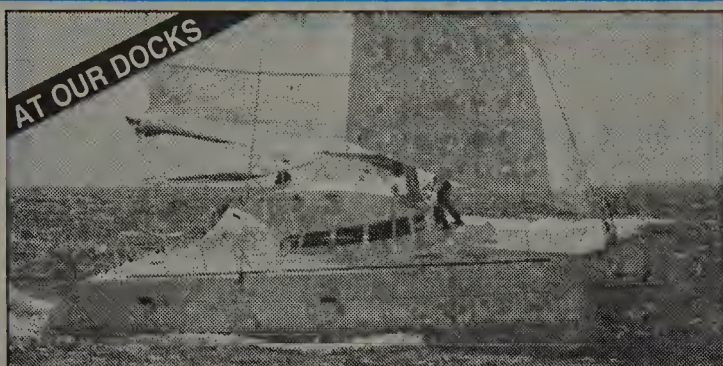
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1. **Are you tired of sailing "on your ear?"** Cruising cats give you safe and comfortable *upright* sailing, barely 6 degrees of heel in 20-knots of wind! And that's true for ALL of the nearly 40 different models we represent, from the *Aquilon 26* (\$68,000) to the *Lagoon 570* or *Marquises 56* (approx. \$700K). Tell us your budget or size requirements and we'll send you appropriate brochures.

2. **Would you like to sail much faster than a monohull, but with waayyy less effort?** Our cruising cats sail from 25% to 100% faster than comparable length cruising monohulls. And because cats require no ballast, they are lighter and easier to handle. (Did we mention that ballast-free, foam-sandwich construction means complete unsinkability?)

3. **Are you interested in getting more boat for your dollar?** Foot-for-foot, cats are much roomier than same-length monohulls. For example, the *Tobago 35* offers the same room, yet much more privacy, as a 40' monohull. (And the *Tobago's* cheaper.)

Similarly, the luxurious *Lagoon 410* cat is every bit as roomy as a 52' monohull cruiser. Yet that 52' mono weighs 45,000 lbs. while the 410 cat is only 15,000! No wonder that 52-footer's restricted to 9-knots (non-surfing), while the *Lagoon* does 15! (And the *Lagoon* is less expensive.)

Take a Look! www.cruisingcatsusa.com



Aquilon 26. (26'x15'x11") Up to 20 knots under sail (& NO heeling!) Trailerable (disassembles to 26'x8'). Roomier than the Corsair F-31, but cheaper than the F-28. Standing headroom thru-out. Private double cabin, head w/shwr, full galley and dinette, all standard. \$68,000. (f.o.b.)



Tobago 35. (also 38', 42', 46' & 56') models). Excellent bridge-deck clearance, wide & stable beam, galley-up layout, bluewater comfort. Twin diesels. \$155k to \$700k (f.o.b.)

Plus We offer other cat models from 26' (\$85,000) to 120' (\$1,000,000) Call for your choice

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Cruising Cats USA

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Luxury Sailing At Its "Level Best"

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COVER PHOTO BY *Latitude 38*/Richard

Polly wanna tack her...Lola the parrot standing by to grind.

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38* editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.

30' YAMAHA, 1979



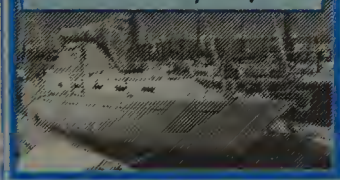
Just listed, a performer w/great room in the cabin. \$19,500.

33' HUNTER, 1979



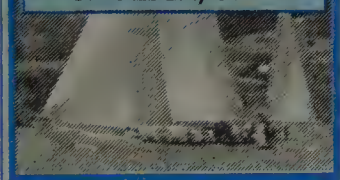
A very affordable family boat for the Bay. Just listed, \$23,500.

40' STEVENS, '82/'83



We have 2 of these capable offshore cruisers at our dock. From \$110,000.

57' ALDEN, 1931

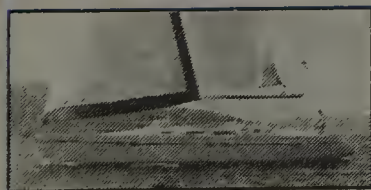


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37' LAGOON	\$155,000
39' PRIVILEGE	\$185,000
40' DEAN, '97	\$265,000
40' NORSEMAN, '93	\$200,000
42' CATANA, '91	\$199,000
42' LAGOON	\$179,000
42' VENEZIA, '97	\$377,000

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51' JEANNEAU

A great performance cruiser for a couple. Sistership at our dock. Asking \$199,500.

Bay Island YACHTS



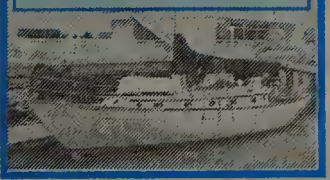
(510) 814-0400



Monohull Brokerage

27' LANCER M/S	\$16,500	33' CS	\$35,000
27' NOR SEA, '93	\$49,500	35' LAGOON cat, '96	\$199,500
28' SAN JUAN, '78	\$12,500	36' HUNTER, '80	\$36,000
28' LANCER	\$9,500	36' COLUMBIA	\$28,500
28' PEARSON, '79	\$13,950	40' STEVENS, '83	\$110,000
30' NEWPORT, '73	\$13,900	40' STEVENS, '82	\$114,500
30' NEWPORT	\$12,500	41' CT, center cockpit	\$69,900
30' SAN JUAN	\$13,800	41' MORGAN, '87	\$99,500
30' C&C, '71	\$18,500	44' PETERSON	\$119,500
32' CATFISHER	\$96,000	45' EXPLORER, '78	\$85,000
33' NANTUCKET, '68	\$25,000	57' ALDEN, '31	\$180,000

45' EXPLORER



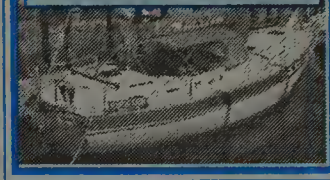
Owner has dropped price again and wants this beauty sold, at our dock. Now \$85,000.

44' BOMBAY, 1978



This is one for a couple to cruise to Mexico and beyond. Our dock. \$69,500.

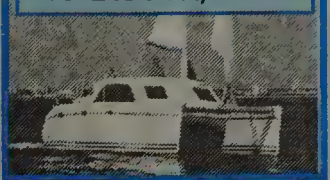
41' MORGAN CLASSIC



Best priced Classic on the West Coast. Great cruiser/liveaboard. \$99,500.

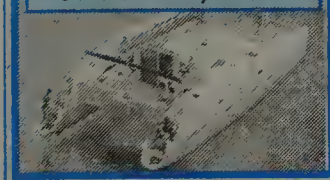
Multihulls

35' LAGOON, 1996



At our dock and ready to go. Loaded with equipment. Asking \$199,500.

38' ATHENA, 1998



Cruised lightly and unfortunate change of plans makes a great deal for you. \$225,000.

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48' PRIVILEGE 14.7	from \$295,000
48' PRIVILEGE 482	from \$284,000
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55' MASHFORD	\$438,000
56' MARQUISES	\$525,000
57' LAGOON	\$500,000
60' HELLMAN STEEL, '96	\$750,000
77' ETEL, '84	\$349,000

Simpson Bay • St. Maarten

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41' HALLBERG RASSY	\$97,000
42' BALTIC MAGNUM, '88	\$195,000
43' OYSTER, '82	\$195,000
44' ROBERTS STEEL	\$120,000
44' MORGAN 191	\$111,200
44' CSY Walk Over, '77	\$69,000
45' HARDIN, '80	\$129,000
46' BENETEAU 456	\$159,000
47' JEANNEAU SUN KISS	\$135,000

48' CELESTIAL, '85	\$170,000
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51' BENETEAU OCEANIS	\$229,000
51' BENETEAU FIRST 51, '89	\$279,000
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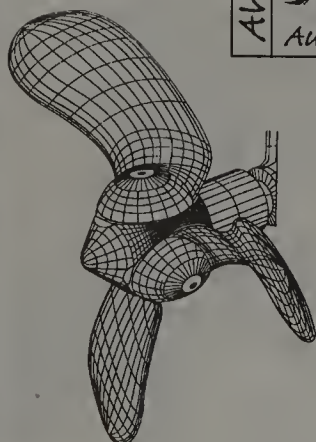
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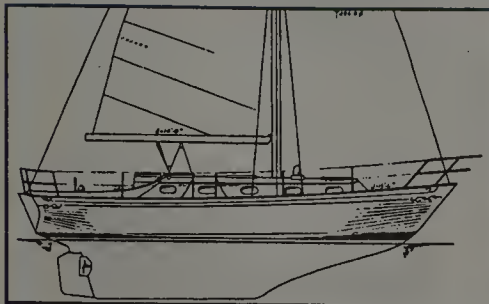
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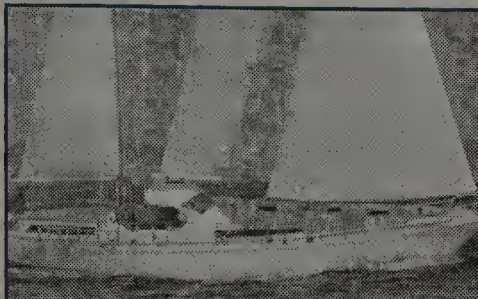
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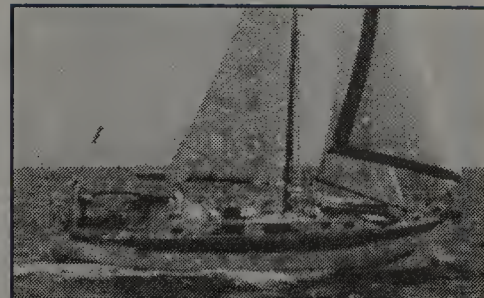


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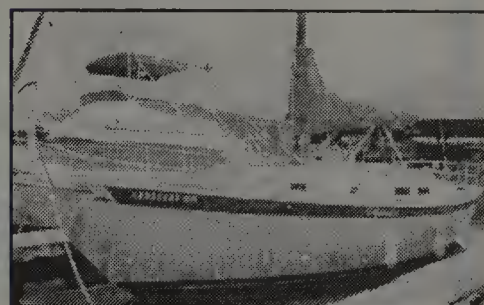
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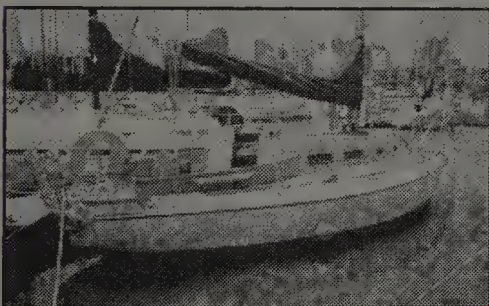
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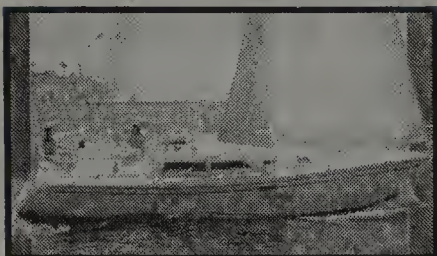


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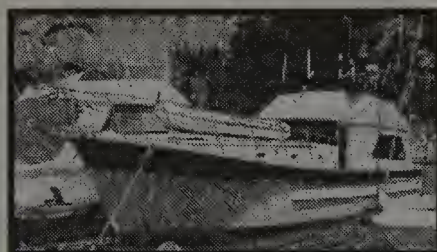
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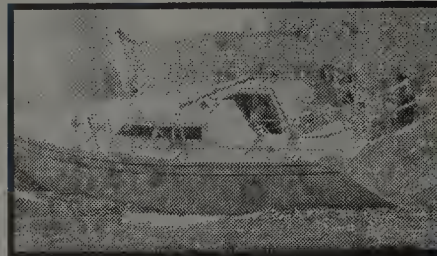
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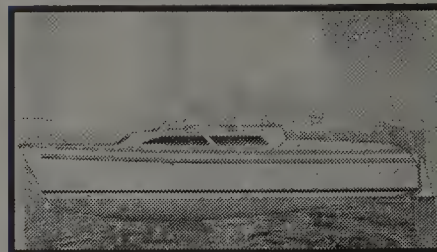


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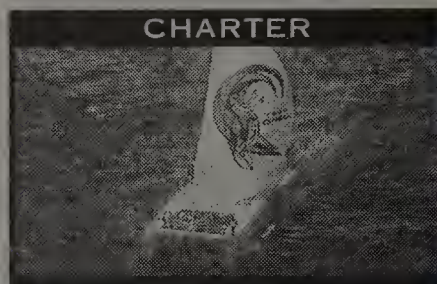
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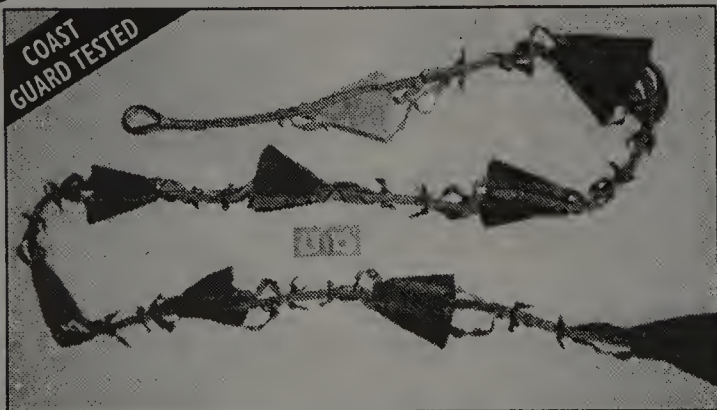
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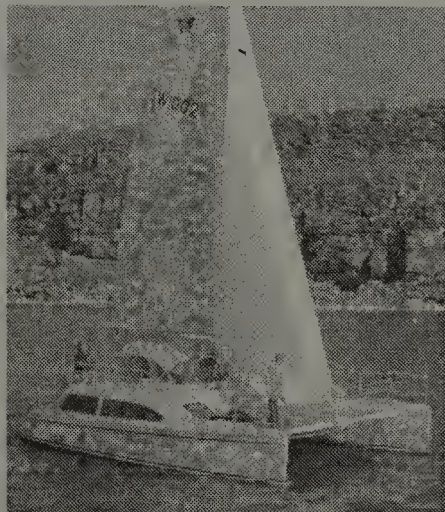
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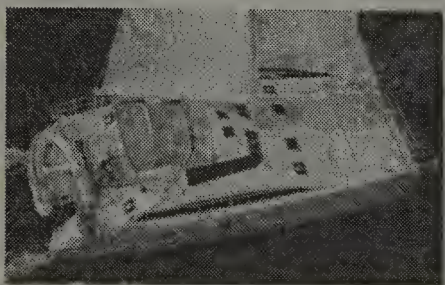
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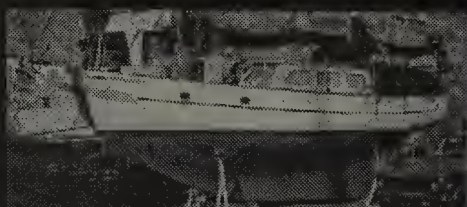
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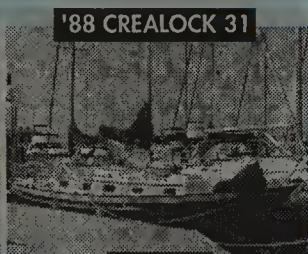
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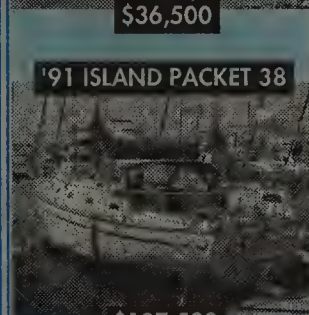
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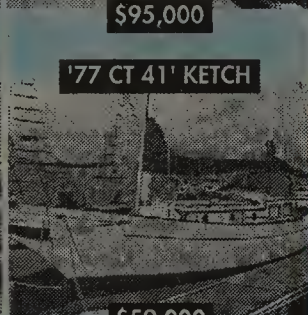
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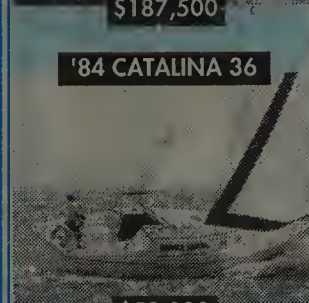
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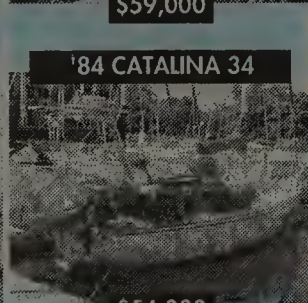
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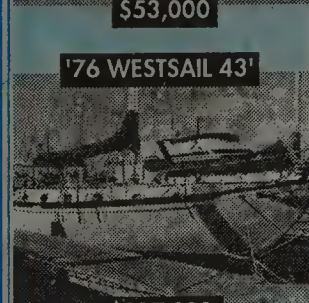
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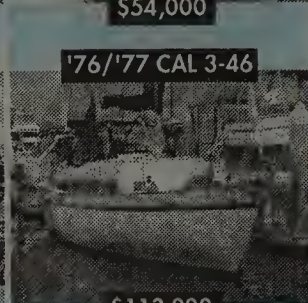
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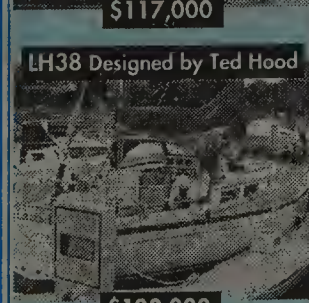
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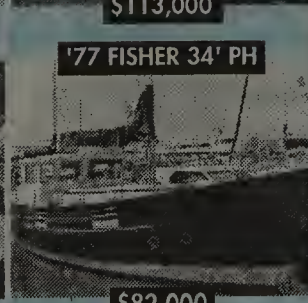
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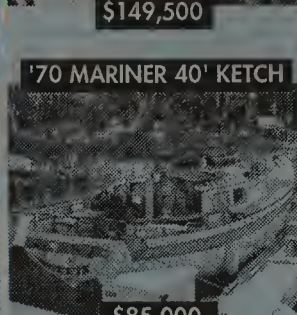
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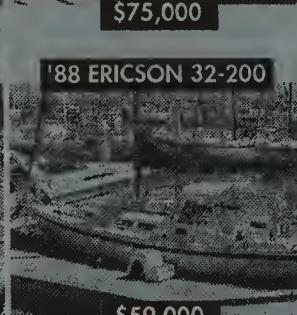
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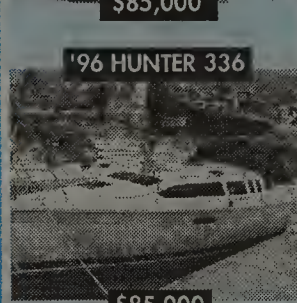
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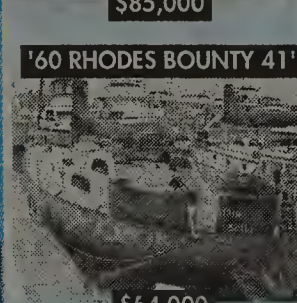
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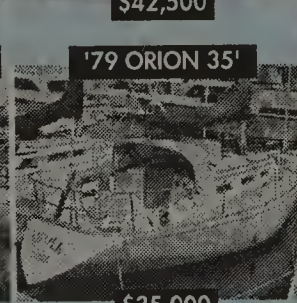
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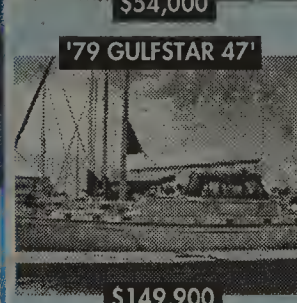
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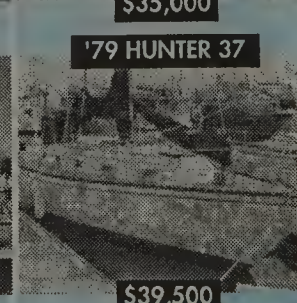
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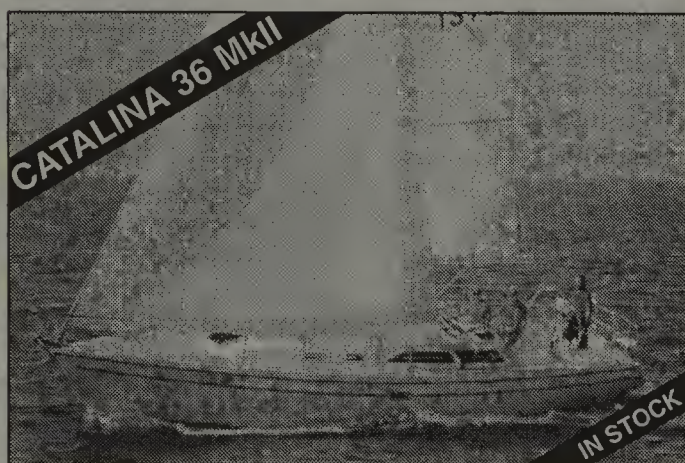
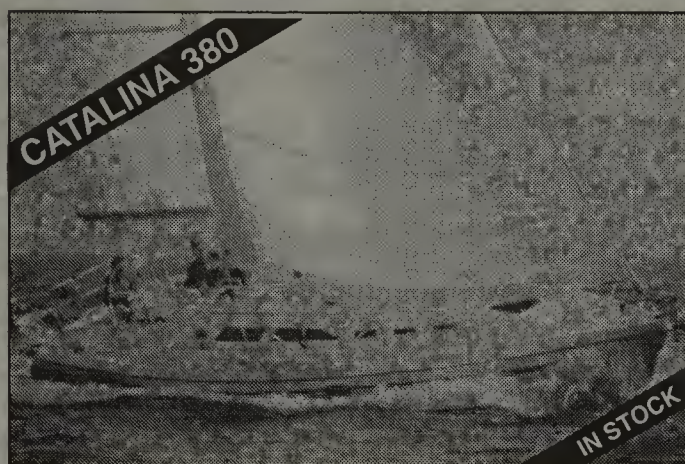
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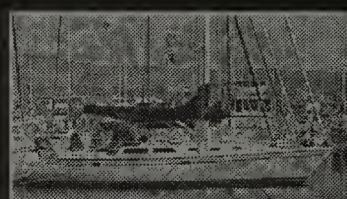
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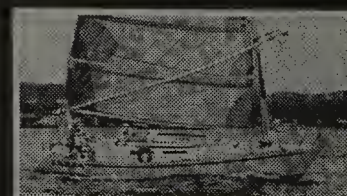
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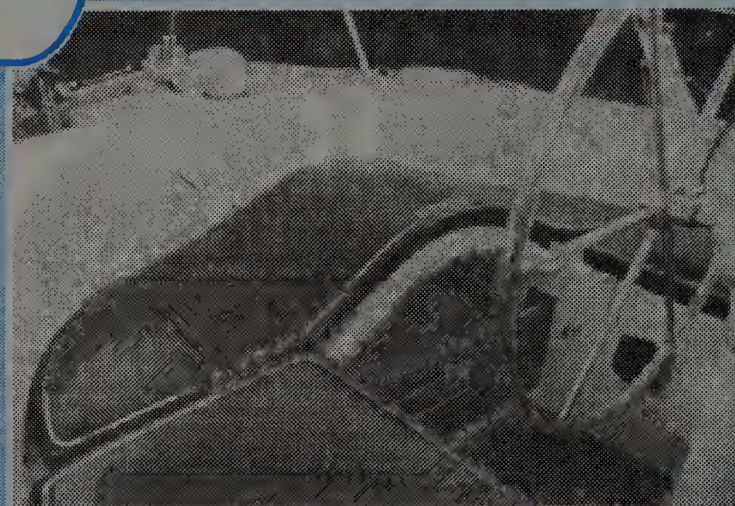
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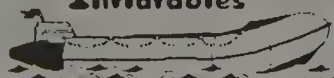
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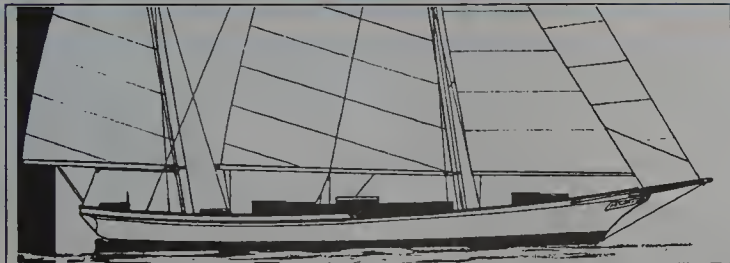
The Sabre 402, designed by Jim Taylor, performs exceptionally and can be easily sailed by a couple. Beautifully appointed and an impressive interior layout.



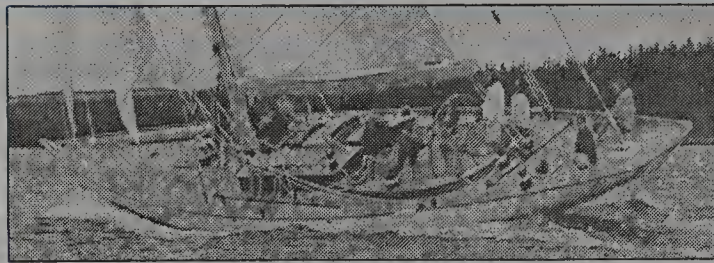
Sabre 452

The Sabre 452 is the new flagship of the Sabre fleet, maintaining a perfect balance between every amenity desired for comfortable, safe cruising, and the newest technology in materials and components.

BROKERAGE



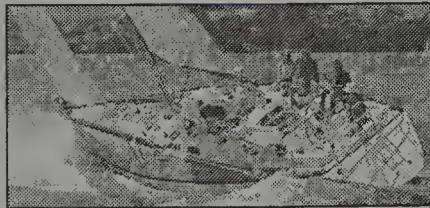
BOUNTY by Legendary Yachts. No expense has been spared to make this one of the most remarkable new boats available.



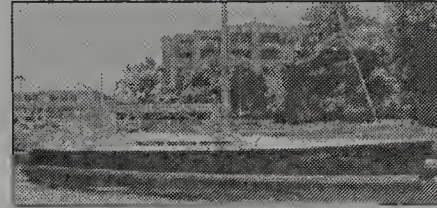
1998 W-Class Racing Yacht Wild Horses. Designed by Joel White, N.A. This yacht will rekindle the thrill of one design racing.



N.Z. Custom 44, Procyon. Totally equipped for cruising, in virtually new condition — Kiwi perfection.



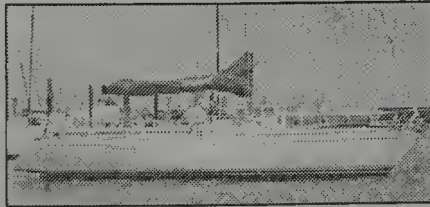
Baltic 51 Rascallion Cruise with speed and all of the comforts of home in this world class yacht.



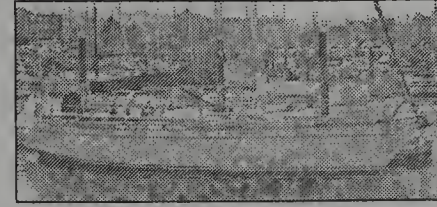
Custom MacGregor 65
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Swan 38 S&S design



Swan 39 \$109,000



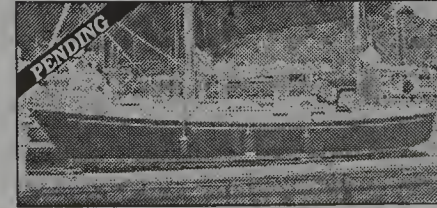
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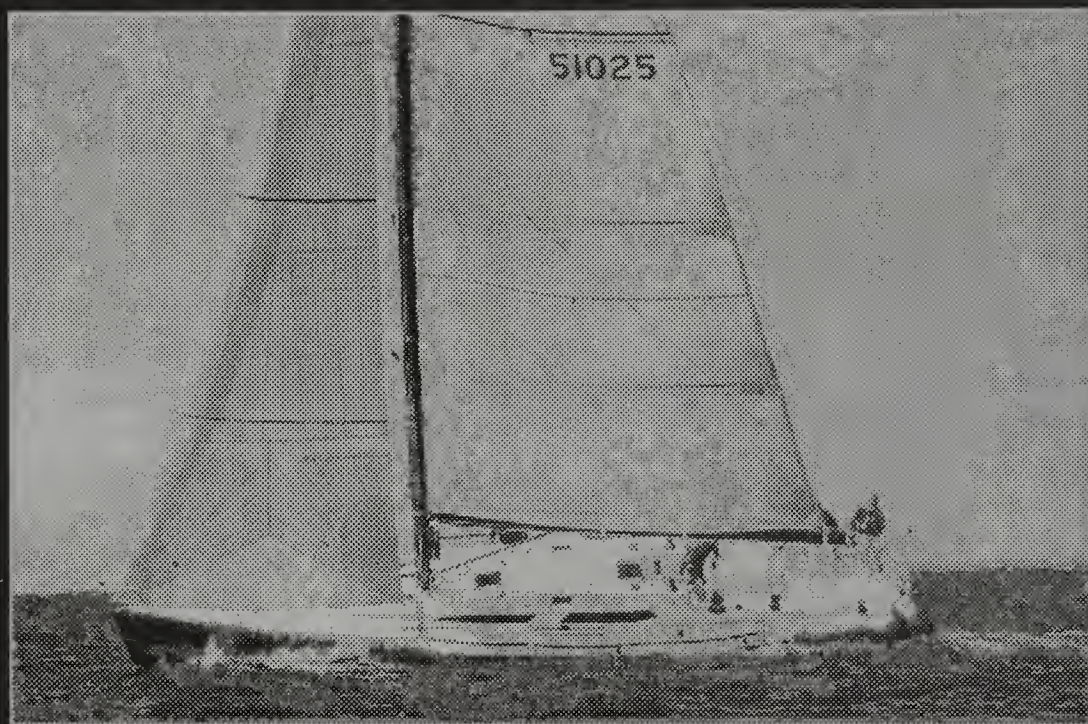
Introducing the New Baltic 50



MASTHEAD	FRACTIONAL
I: 66.50ft	I: 61.50ft
J: 19.28ft	J: 18.08ft
P: 59.58ft	P: 64.00ft
E: 22.07ft	E: 23.75ft

Baltic 50 Main Dimensions (Preliminary)

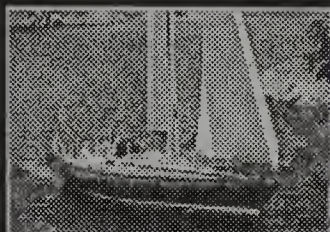
LOA:	50.00 ft
LWL:	43.64 ft
Bmax:	13.99 ft
DRAFT:	9.90ft
DISPL:	21,069lbs
BALLAST:	9,000lbs



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Baltic Brokerage Yachts



BALTIC 42' 1982

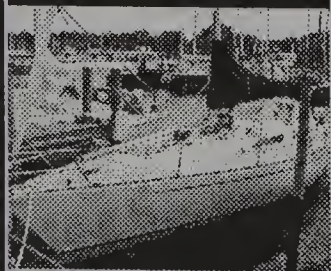
Doug Peterson design.

The best equipped and maintained Baltic 42 on the brokerage market. Two cabin layout with ensuite heads, pilot berths in salon, B&G electronics, complete racing/cruising sail inventory. 1100 engine hours. Max prop. \$240,000.

CRESCENDO

Baltic 43' 1991.
Judel/Vrolijk design.

Mint condition. Two cabin layout w/direct access from aft cockpit. Custom layout w/owners stateroom forward. Decks sanded and bungs replaced (1998). She is as new as any used boat can be. \$425,000.



AQUILA

Baltic 38' 1983.
Doug Peterson design.

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HYVA TYTTO

Baltic 35' 1985.
Judel/Vrolijk design.

2 enclosed cabin layout. Shoal keel, 5'6" draft. Extensive equipment list. Hull AWL-Gripped (1997). Teak decks reconditioned (1995). Approximately 160 hours on engine. \$125,000.



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Photo by Mariah Healy



Bruce Monro at the Windjammers Race on his Sabre 402.

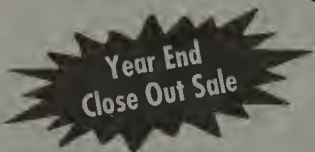
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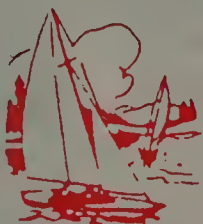
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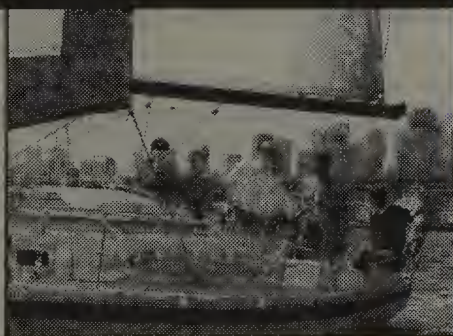
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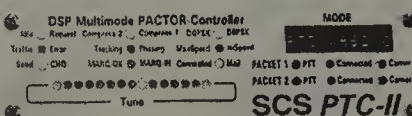
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Thurs., Oct. 29, 7:00 p.m.--Cruising Hawaii

Bob and Carol Mehaffy, speakers; (510) 769-1547 for info.

Thurs., Nov. 5, 7:00 p.m.--Cruising Mexico and Beyond

Jim and Diana Jessie, speakers; (510) 769-1547 for info.



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CALENDAR

Nonrace

Oct. 3 — MMBA/Wooden Boat Offshore Cruise & Oyster BBQ, on the beach at Drake's Bay. Ken Inouye, (650) 494-7271.

Oct. 3-4 — Basic Coastal Navigation, a weekend seminar offered by the Corinthian Women. Kay Rudiger, 381-4758.

Oct. 3-4 — 10th Annual Wooden Boat Festival, co-sponsored by Bay View Boat Club and Mariposa-Hunter's Point YC. Wayne Krieger, 512-0939.

Oct. 5 — Full moon. Go harvest something.

Oct. 5 — "Record Setting Voyages," an evening with Cam Lewis, Skip Novak and some of the *Explorer* crew. Hear about their recent record run from Japan to San Francisco, as well as The Race 2000 and more multihulling tales. 8 p.m. in the Corinthian YC Ballroom; \$10. RSVP, 435-4771.

Oct. 6 — Latitude Crew List Party, 6-9 p.m. at Encinal YC. A gathering of past, present and future Ha-Ha'ers, Mexico crew listers, and anyone else who cares to join us. See *Sightings* and the *Crew List* article for more details.

Oct. 10 — Used boat and PWC sale in the parking lot at Sacramento West Marine. Info, (916) 366-3300.

Oct. 10-11 — Islander 36 Cruise to downtown Petaluma. Tim Koester, (510) 638-7638.

Oct. 10-11 — Fleet Week, starring the Blue Angels. Navy Public Affairs, (510) 268-8291, ext. 7.

Oct. 10-11 — Giant Clearance Sale at the original West Marine store in Palo Alto. Lots of deals and free BBQ! Info, (650) 494-6660.

Oct. 10-11 — Open Boat Weekend at Ballena Isle Marina in Alameda. New and used boats galore. Info, (510) 523-5528.

Oct. 13 — "Tides and Currents," a slide program and lecture by sailmaker Kame Richards, 7-9 p.m. at the Bay Model in Sausalito, \$30 (includes one-year membership in the Bay Model Association). Info, 332-1851.

Oct. 14 — Kenwood Cup on ESPN, a half hour show airing at 11 a.m. Set your VCR before going to work!

Oct. 17 — Nautical Swap Meet at the Sacramento West Marine, 8 a.m. to 1 p.m. Info, (916) 366-3300.

Oct. 20 — SF Oceanic Crew Group monthly meeting, featuring Vince Christain speaking on "Underwater Photography." Fort Mason Center, room C-210, 7 p.m., free. Info, 979-4866.

Oct. 21 — Graham Hawkes, singlehanded sailor and designer/pilot of *Deep Flight II*, will discuss his upcoming dive to the bottom of the Mariana Trench at the Marin Scuba Club's monthly meeting. Upstairs at The Flatiron (San Rafael), 7:30 p.m.; Tatiana, 388-8284.

Oct. 23 — Ester Larios of the Mexican Consulate (in San Jose) will discuss pertinent regulations for cruisers in Mexican waters. Berkeley YC; 7:30 p.m.; \$5 to cover pizza. Info, (510) 540-9167.

Oct. 25 — The bad news: Daylight Savings Time ends. The good news: The Fifth Annual Ha-Ha Halloween Costume party and BBQ will occur at Cabrillo Isle Marina, hosted by West Marine. Dinner is \$8, with skipper and first mate of all Ha-Ha boats free.

Oct. 27-Nov. 7 — Baha Ha-Ha V. Call 383-8200 for further enlightenment; Richard (ext. 111) or Andy (ext. 112).

Oct. 29 — "Cruising Hawaii," by Bob and Carol Mehaffy at Waypoint (Alameda), 7 p.m., free. Info, (510) 769-1547.

Oct. 31 — Cal 29/2-29 Cruise to San Leandro Marina, with possible golf tournament. Ruth Summers, (510) 523-9920.

Oct. 31 — Halloween, one of the Bay Area holiest holidays.

Nov. 5 — "Cruising Mexico and Beyond," by Jim and Diana Jessie at Waypoint, 7 p.m., free. Info, (510) 769-1547.

Nov. 6 — "Cruising the Hawaiian Islands," a free slide-illustrated show by Robert and Carolyn Mehaffey. Stockdale Marine (Sacramento), 7:30 p.m., free. Info, (916) 332-0775.



South Beach Harbor

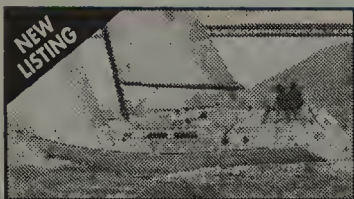
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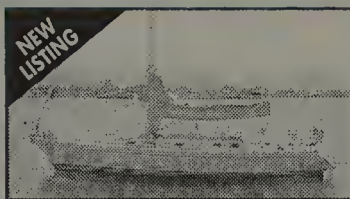
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40' Custom Wylie, '77, <i>Lois Lane</i>	39,000	29' Carrera, '93, <i>Wap!</i>	29,500
37' Express, 1987, <i>Frequent Flyer</i> ..	92,000	26' J/80, '93, <i>Hum</i>	22,900
36' Islander, '72, <i>Juggernaut</i>	29,900	24' Melges, '94, <i>Yee Ha</i>	28,000
35' J/105, '92, <i>Jest</i>	92,000		
35' J/35, '93, <i>Rapture</i> **	84,500		
35' J/35, '93, <i>Panjandrum</i>	85,000		
35' Oyster SJ Hustler, '88, <i>Cabaret</i> ..	39,500		
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CALENDAR

Nov. 21 — "Everything You Wanted to Know About Amateur Radio But Were Afraid to Ask" seminar. Subjects covered include license requirements, equipment selection and email at sea. \$25 fee includes lunch; 9 a.m. to 4 p.m. at Oakland YC. Rich Beckett, (925) 227-8044.

Racing

Oct. 2 — Little Ensenada Race, as good an excuse as any to head south of the border. Southwestern YC, (619) 222-0438.

Oct. 3 — Wallace Cup, for East Bay yacht clubs. Richmond YC is the two-time defending champion. OYC, (510) 522-7378.

Oct. 3 — OYRA Fall Ocean Course, a generic-sounding race in the Gulf of the Farallones. YRA, 771-9500.

Oct. 3-4 — Citibank Fall Cup at Pier 39, an 11:Metre shoot-out with a \$10,000 purse. Four flights of 5 boats each will be racing almost continuously until a winner is determined. Skip-pers include Jeff Madrigali, Morgan Larson, Sean Svendsen, Carisa Harris, Mike Ratiani, John Sweeney, Seadon Wijsen, Will Paxton and about a dozen out-of-towners. Info, 705-5564.

Oct. 3-4 — Etchells PCCs. SFYC, 789-5647.

Oct. 4 — Women Skippers Regatta. Berkeley YC; Bobbi Tosse, (510) 939-9885.

Oct. 6-10 — 11:Metre Worlds. StFYC, 563-6363.

Oct. 8-10 — Etchells North Americans. SFYC, 789-5647.

Oct. 10 — Seventh and final South Bay YRA race, hosted by Sequoia YC. Michael Dixon, (510) 635-5878.

Oct. 10 — Alessio Race for ULDB 70s, an overnight sprint from San Francisco to Pt. Conception. StFYC, 563-6363.

Oct. 10-11 — El Toro Stampede. RYC, (510) 237-2821.

Oct. 15-16, 1988 — Ten Years After: Hawaiian sailing god Cy Gillette, then 75 years old, won the tenth annual StFYC Masters Regatta in J/24s over a 16-boat field. Race organizer Don Trask was a close second.

Oct. 15-18 — U.S. Offshore Championship (aka Lloyd Phoenix Trophy) in Catalina 37s. Mike Grisham and his Bliss buddies will represent Area G. Long Beach YC, (562) 598-9401.

Oct. 16-18 — 20th St. Francis International Masters Regatta, a gathering of silver foxes in borrowed J/105s. See Race Notes for this year's star-studded line-up. StFYC, 563-6363.

Oct. 16-18 — Europe Dinghy Regatta on Richardson Bay, a Worlds qualifier. SFYC, 789-5647.

Oct. 17 — Regatta in Paradise, a competitive three-race series for women in Melges 24s. Now hosted by Richmond YC off Southampton Shoals. Ava Moore, (510) 232-9105.

Oct. 17-18 — SSS Vallejo 1-2, a non-threatening environment to try out shorthanded racing. Rick Holway, 435-0356.

Oct. 17-18 — Calvin Paige Regatta for Stars. StFYC, 563-6363.

Oct. 17-18 — Yankee Cup/Neptune Cup/Champion of Champions, all held on the Cityfront. Who has the best PHRF rating? YRA, 771-9500.

Oct. 18-25 — Cortez Cup, a week of low-key racing in light air and warm water out of La Paz. Run by The Moorings, but other charter boats welcome. For more info, email Claudette Terrazas at 104701.166@compuserve.com.

Oct. 24 — Jessica Cup, a regatta for yachts of traditional design and construction, minimum 40-foot LOD. Think Brigadoon. Elizabeth Muir, etc. StFYC; Terry Klaus, (510) 523-4230.

Oct. 24-25 — Joe Logan Regatta for Mercuries and Snipes. StFYC, 563-6363.

Oct. 24-25 — Great Pumpkin Regatta: "Out for Blood." The usual madness on the balmy Richmond Riviera for 18 invited one design/level racing classes. RYC, (510) 237-2821.

Oct. 25 — Fifth Annual Fall Regatta on Lake Merritt. LMSC; Charles Heimler, (510) 825-6218.

Dec. 5 — Leg II of the Around Alone Race: Cape Town to

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**Seahorse Magazine report April 1998*

J
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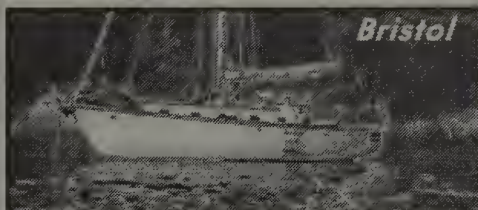
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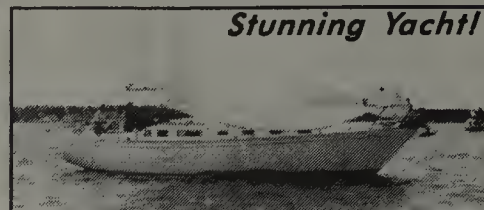
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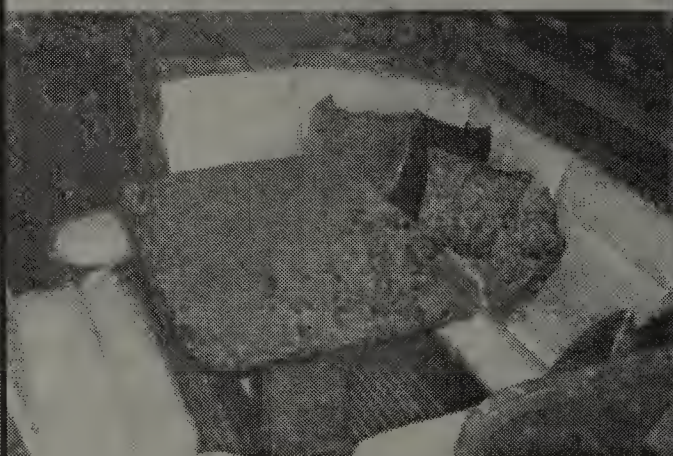


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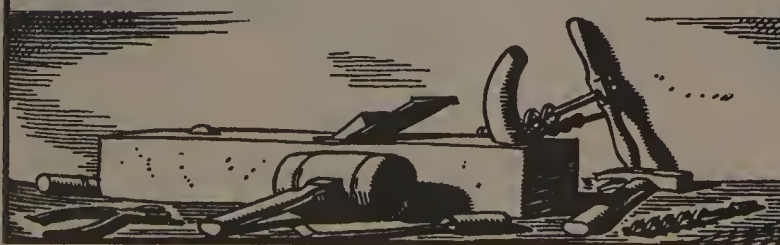
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CALENDAR

Auckland. Check www.aroundalone.com for updates (four times a day), email from the skippers, photos and video clips.

Midwinter Race Series

ALAMEDA YC — Estuary Midwinters: 11/8, 12/13, 1/10, 2/14, 3/14. M.L. Higgins, (510) 748-0289.

BERKELEY YC — Chowder Races: Almost every Sunday between 10/11 and 4/4. Paul Kamen, (510) 540-7968.

BERKELEY/METROPOLITAN YC — Midwinters: 11/14-15, 12/12-13, 1/9-10, 2/13-14. Bobbi Tosse, (510) 939-9885.

CORINTHIAN YC — Midwinters '99: 1/16-17, 2/20-21. CYC, 435-4771.

ENCINAL YC — Jack Frost Series: 11/21, 12/19, 1/16, 2/20, 3/20. Lee Bergman, (650) 593-0405.

GOLDEN GATE YC — Seaweed Soup Perpetual: 11/7, 12/5, 1/2, 2/6, 3/6. GGYC, 346-BOAT.

LAKE MERRITT SC — Robinson Memorial Midwinters: 12/12, 1/10, 2/13, 3/14. Duncan Carter, (925) 945-6223.

OAKLAND YC — Brunch Series: 1/10, 1/24, 2/7, 2/21, 3/7. OYC, (510) 522-6868 or Bob Donovan, (925) 934-7848.

RICHMOND YC — Small Boat Midwinters: 12/6, 1/3, 2/7, 3/7. RYC, (510) 237-2821.

SAN FRANCISCO YC — Fall Series: 11/21-22, 12/19-20. SFYC, 789-5647.

SANTA CRUZ YC — Midwinters: 11/21, 12/19 and others TBA. SCYC, (831) 425-0690.

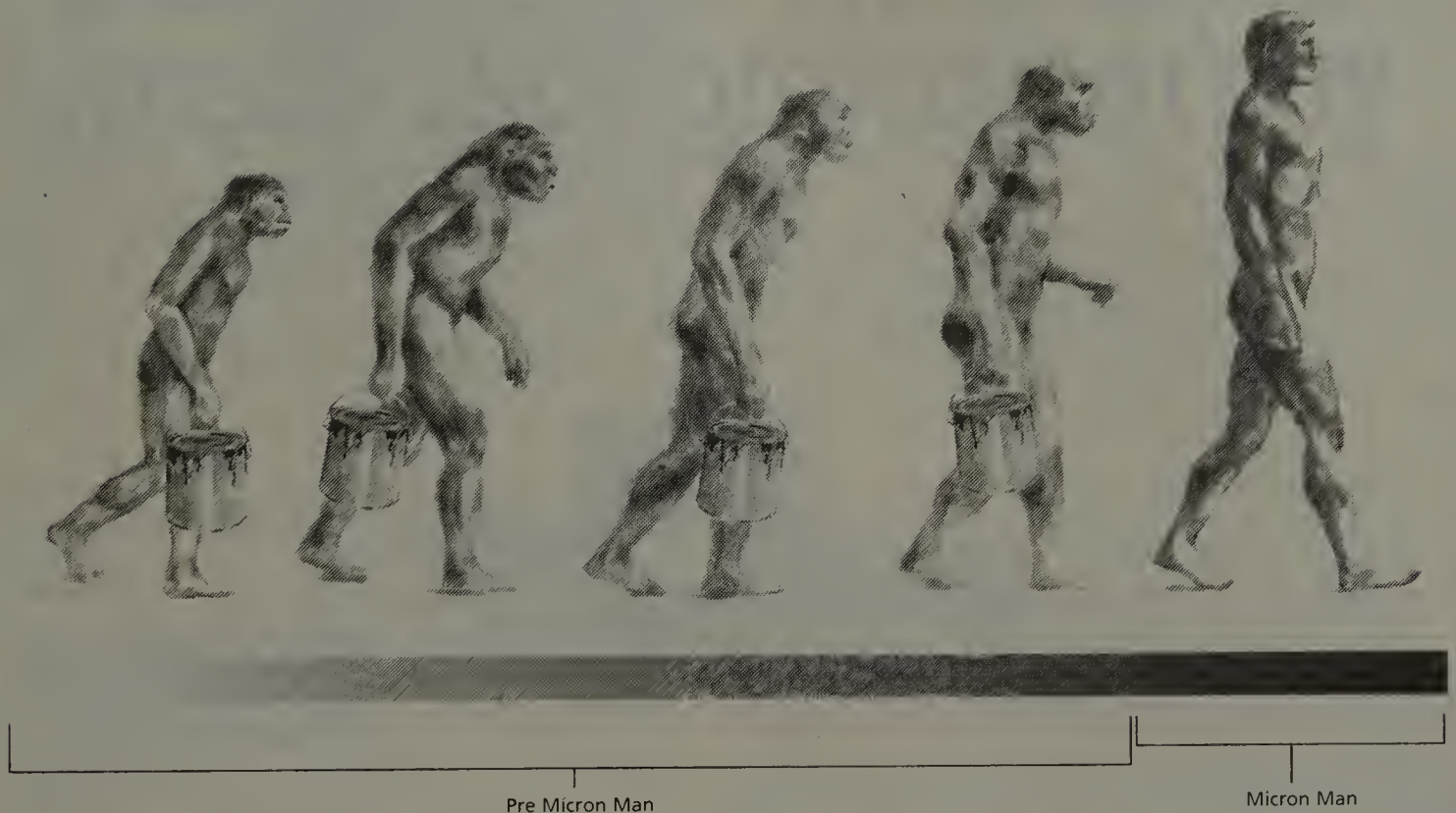
SAUSALITO YC — Midwinters: 11/8, 12/6, 1/3, 2/7, 3/7. Ernie Lacey, 331-8203.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

October Weekend Currents

date/day	slack	max	slack	max
10/03Sat		0230/4.3E	0617	0915/3.7F
	1226	1502/3.6E	1835	2126/3.4F
10/04Sun	0026	0321/4.5E	0701	0957/4.0F
	1305	1549/4.2E	1921	2215/3.9F
10/10Sat		0240/3.9F	0606	0823/2.7E
	1147	1434/2.7F	1725	2040/4.6E
10/11Sun	0041	0345/3.6F	0710	0923/2.3E
	1254	1536/2.3F	1826	2139/4.2E
10/12Mon	0147	0457/3.3F	0816	1031/2.0E
	1408	1647/2.0F	1934	2244/3.8E
10/17Sat		0251/3.4E	0626	0932/3.3F
	1222	1522/3.3E	1853	2152/3.1F
10/18Sun	0038	0331/3.3E	0706	1005/3.2F
	1257	1551/3.6E	1932	2230/3.2F
10/24Sat		0135/3.0F	0504	0720/2.3E
	1030	1324/2.0F	1605	1932/4.0E
10/25Sun	2320			
		0121/2.9F	0454	0707/2.1E
10/31Sat	1012	1310/1.8F	1545	1919/3.8E
	2309			
11/01Sun		0003/3.7E	0346	0648/3.5F
	1001	1242/3.6E	1626	1912/3.0F
11/01Sun	2212			
		0100/3.9E	0436	0735/3.7F
11/01Sun	1043	1332/4.2E	1715	2007/3.6F
	2313			

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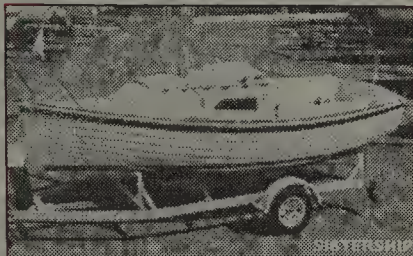
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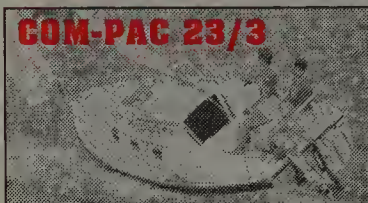
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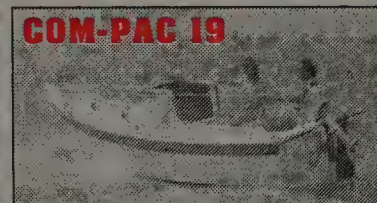
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14' Force 5 (2)	20' Ranger	25' MacGregor
14' Vagabond	21' AMF 2100	25' Bayliner
14' Capri	21' Venture	25' Fox
14' O'Day Javelin	21' San Juan	25' Lancer (2)
15' Coronado (3)	21' Clipper (2)	25' Santana 525 (2)
15' Windmill	22' Venture	25' Venture
16' Glen L	22' Catalina (5)	26' Balboa (2)
16' Snipe	22' Santana 2023	26' MacGregor (2)
16' Wayfarer	23' Newport	27' Roberts
16' Com-Pac (2)	23' Aquarius	27' Catalina
16' Capri	23' Ericson	

TRAILERABLES WITHOUT TRAILERS

7' Cape Cod Frosty
8' El Toro
8' Sabot
9' Montgomery
11' Ace Row Boat
15' Force 5
25' O'Day

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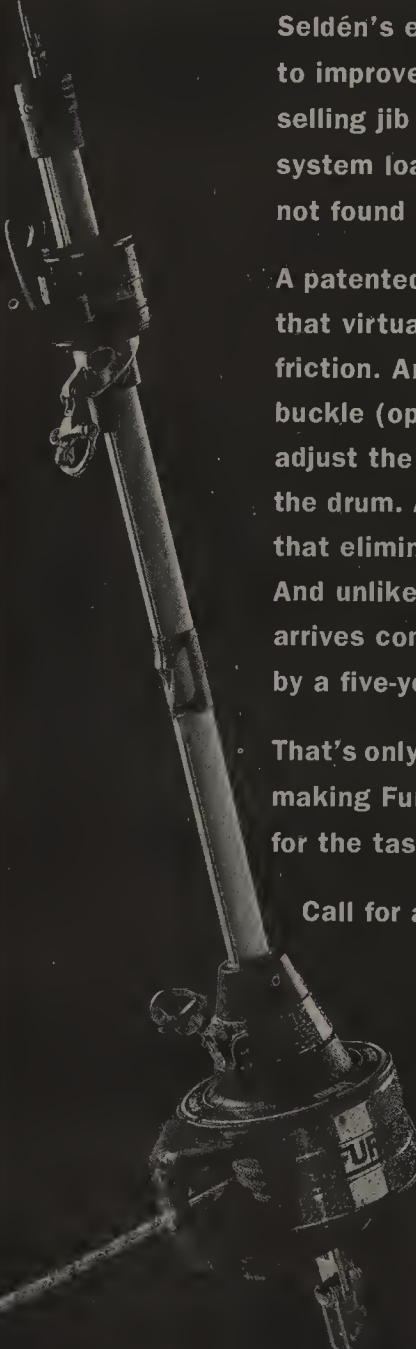
23' MONTGOMERY	25' CORONADO	27' CATALINA
25' O'DAY	25' FOX	30' ERICSON
25' CAL 225	27' ROBERTS	

I SAILED THE SAN JUAN ISLANDS and over to Vancouver Island in my own sailboat with my wife and two daughters on my two week vacation. Cost? Practically nothing. We ate out a few times but we would have done that if we had stayed home, and the memories are forever.

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LETTERS

↑↓ BOAT BREAK-IN AT SOUTH BEACH

We keep our boat at South Beach Harbor in San Francisco. On August 22, we found she'd been broken into and expensive tools and equipment stolen. Since our boat has a full cover and all the snaps were closed when we arrived, we were quite surprised. The thieves must have been aboard for more than a few minutes, as every drawer, no matter how small or remote, had been opened.

Among the things missing were a spare key to the marina gate and bolt cutters used to cut shrouds in the event of a dismasting. The marina key had been in a drawer with many other keys. The thieves must have recognized its distinctive appearance, because they only took that one key. I suspect they already had a key and used it to gain access to the marina. With that key, they can return to the marina any time they want — or perhaps sell it to another thief for quick cash.

We work on our boat frequently, so we had an extensive collection of tools. Most of them were stolen, as were a camera, handheld radio, and navigation gear. In addition, forks and knives were scattered about, as were packets of gauze from the First Aid kit. Empty sardine and cola cans were littered about the cabin and the toilet contained unflushed human waste.

We went to the Harbormaster's Office and informed Peter of the break-in and theft — and suggested that they install cameras at each gate or at least change the keys to the marina. We also strongly suggested that he notify other boatowners so that they could remove televisions, computers and other expensive items they may be keeping on their boats. Peter said it would be too expensive to change all the gate keys after such a relatively minor incident. He also indicated that it was unlikely that the marina would even notify boatowners.

If nothing else, we hope our letter lets South Beach Harbor tenants know that they should be aware of the problem, and that thieves almost certainly have a key to the gate. For all we know, other boats have been broken into but the owners have yet to discover it.

Later we discovered that a nearby powerboat had also been broken into — by thieves who had used our bolt cutters to gain entry. Mark, the owner of the boat, told us he'd been at a nearby party until 0400 on the previous Friday, when he decided to stop by his boat. In the process, he interrupted the robbers, who managed to get away with most of an expensive six-speaker stereo system. However, they left behind a bag of stolen goods that included part of his stereo — and many other items that were not his. We, for instance, recovered our sail bag, bolt cutters, wine corkscrew, sun block, swim shorts, overalls, and herbal tea bags from the bag left on his boat. But none of our expensive items were recovered.

Things got stranger still. Shortly after noon I was talking to a couple on the dock when two very odd young men sauntered down. They didn't have the demeanor or dress of folks you usually see on the dock. In any event, they walked past the two robbed boats, turned around, and came back. When Mark saw them, he telephoned marina security. But one of the young men became very belligerent, shouting at people around him. "Hey, what are you staring at, man?" he'd say. Or, "Don't stare at me, man!"

When the two young men approached me, one of them looked at me and said, "I didn't do it, so why are you staring at me?" This seemed oddly revealing as nobody had mentioned a burglary. Several more times he said, "I didn't do it, so why are you staring at me?" His remarks were so repetitious that he may have been delirious from drugs. He persisted by saying, "Haven't you ever seen a black guy before?" Finally, he threatened me by saying that he had a gun.

Just then, two policemen finally arrived. The guy who claimed

Svendsen's Boat Works is proud to celebrate its 35th anniversary this month. Our yard started out with a two-man shop in 1963 and has grown today to employ 70 proud and dedicated marine professionals – some of whom have been with us for more than 20 years! We believe we are the oldest boatyard in the Bay that has not changed ownership, and we thank all of our customers for their support and tremendous loyalty over the years.

Today, our boat yard is a true 'full service' facility. We provide expert fiberglass and wood repair, we service engines, paint boats and we have the most complete rig shop and chandlery anywhere on the Bay. Our newly improved, 4,000 square foot metal fabrication shop produces pulpits, stanchions, rails and other custom fittings.

Svendsen's is also committed to developing youth sailing on the Bay and recently became the area's Laser and Vanguard dealer. The Optimist is the world's largest class of training dinghy, and the Laser Olympic Trials will be held on the San Francisco Bay in 1999. *Svendsen's* is proud to play an integral role in bringing home gold from Sydney in 2000.

We are extremely optimistic about the future of sailing on the Bay, and we look forward to serving our customers for at least another 35 years... and hopefully longer!

— Svend Svendsen

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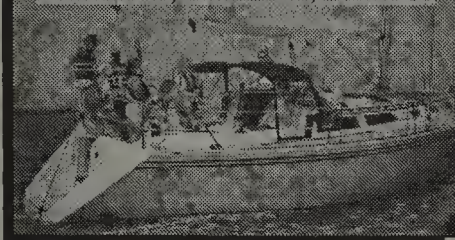
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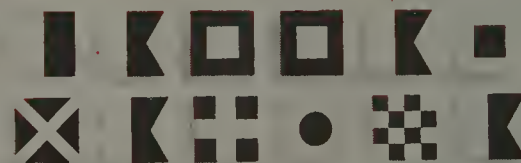
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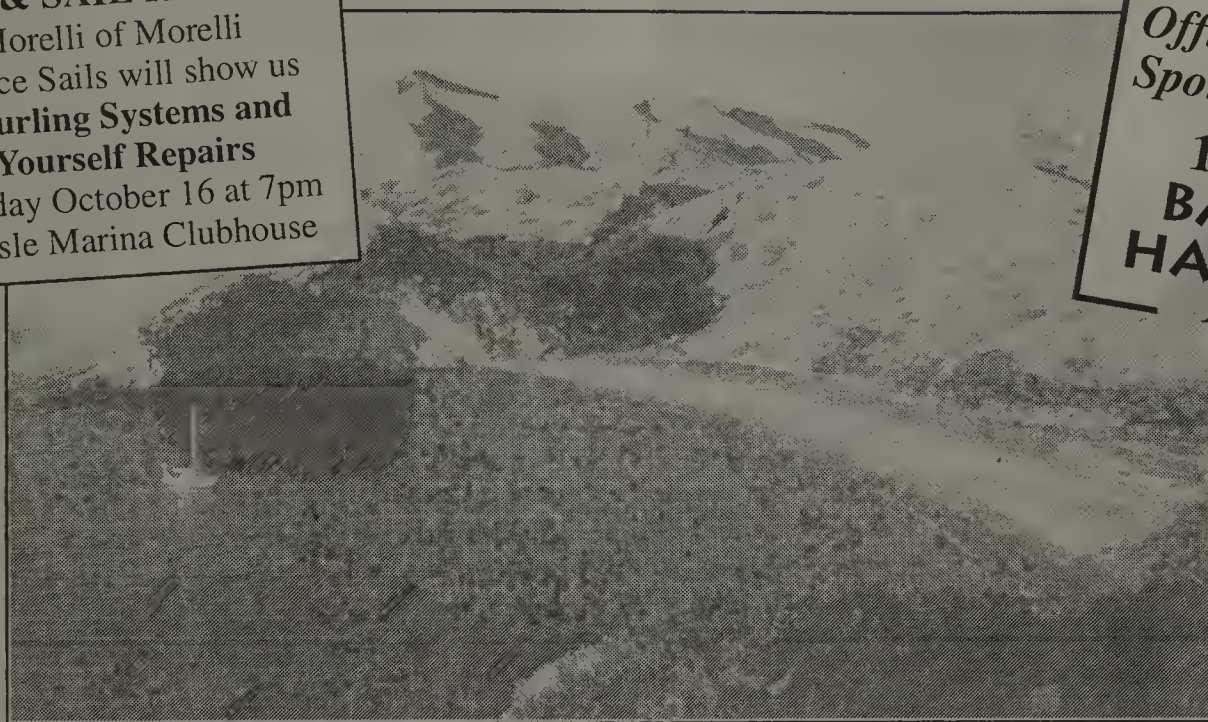


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LETTERS

to have a gun was apprehended, but the other guy got away. The captured guy was arrested by the police on the misdemeanor charge of trespassing. He protested that his friend had let him into the marina with a key. So apparently the other guy, a thin man with red hair, has the marina key.

I suppose that technically it's not a crime to be hostile, rude, and claim that you have a gun. As it turned out, the guy didn't have a gun. And if the guy didn't have any stolen items on him — it looked as though he didn't — there would be no way to link him to the crime. But I instinctively felt that these two were the thieves. They were so drugged up that they apparently didn't realize that a Saturday afternoon, when docks are full of boatowners, is a very poor time to return for bagged stolen goods. I suspect they didn't even know what day of the week it was.

We meticulously varnish our teak, so we were grateful to discover that there were just a few scratches in it and no real damage to the boat itself. We now realize that a full boat cover makes a boat both an inviting home to the homeless and a protective cover for thieves. We'll be a lot more careful about leaving valuable items aboard and are considering installing a boat alarm that goes off when the entry is opened.

My husband spent all day cleaning the boat and trying to figure out what was missing. It's hard to remember all the things that were on the boat, but there are a lot of empty spaces in drawers and closets. Our life-jackets, winch handles, and sufficient sails were still aboard, however, so the next day we were able to enjoy a beautiful day of sailing.

Name Withheld By Request
South Beach Harbor

N.W.B.R. — The unfortunate truth is that boats will almost always remain vulnerable to thieves. Even in the case of South Beach Marina — which has unusually secure entrances — people are let in by others, and there's always the problem of access from the water.

In our estimation, the best protections are provided by: 1) A 'Marina Watch' program supported by a large number of nosy liveaboards, 2) An effective boat lock, and 3) An alarm system. Even these won't stop the determined and knowledgeable thieves, but they'll deter most.

↑↓NEVER HEARD FROM AGAIN

On April 4th of this year, Australian singlehander Ross Allen set out from the Galapagos Islands for Hiva Oa in the Marquesas aboard his 36-foot sloop *Ariaka*. He kept a high-frequency radio schedule several times daily with approximately 12 other yachts making the same crossing. On his sixth day out, at approximately 3°S 109°W, he reported on his 0830 local sked that conditions were fine, the wind was blowing at 15 knots, that fishing vessels had been sighted in the area, and that all was fine. He was never heard from again.

Four of the yachts crossing made a search for Allen without success. The USAF's Pacific Rescue Coordination Center was contacted, as this area is in the United States area of responsibility for Search & Rescue. The case was assigned Incident #155-98. They had the Coast Guard put out *Notices to Mariners* to be on the lookout for *Ariaka*, and through AMVERS located a commercial vessel in the area to request a search. They also asked the National Security Agency to be on the lookout for the vessel with their satellite surveillance activities. Aircraft were requested for a search but none were provided.

Nothing was seen or heard.

Then on August 21, the Danish merchantman *Jorgen Lauritzen* reported that it had found *Ariaka* adrift at 14°47'N, 110°04'W — 1,000 miles north of where she'd disappeared. Nobody was aboard. Her sails were hoisted but in tatters, and



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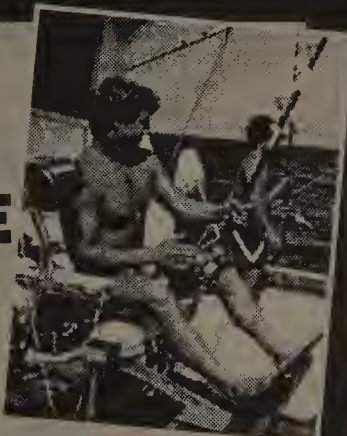
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LETTERS

there was "damage to the rigging and rudder trunk." A boat was launched and two men went aboard to investigate. *Ariaka* was positively identified by her permanently affixed documentation numbers. All the boat's electronics had been removed. Clothing was strewn about the cabin.

The *Lauritzen* reported her findings to the Coast Guard in California. The Pacific Rescue Control Center reported that the Coast Guard was sending a vessel to investigate.

As piracy is of vital interest to cruisers, I ask that *Latitude* assist by asking the Coast Guard for as thorough an investigation as is possible. Ross' wife, Noeline, a resident of Australia, has asked me to be her representative in this matter for actions occurring in the United States.

Bob Torson
Former owner, yacht *Ranger*
Oregon

Bob — If you can recommend any specific actions that we or our readers could take to make sure the investigation is as thorough as possible, please let us know. But in all honesty, we can't remember the last time we heard of a case of piracy in the South Pacific, and the evidence you cite isn't necessarily indicative of piracy. So while it might have been a case of piracy, it also may have been a tragic case of Allen being knocked overboard and later the obviously empty boat being looted.

THE DUBIOUS PLEASURE

My wife and I were in Mazatlan, where we had the dubious pleasure of staying at Marina Mazatlan for a few days while waiting for a slip at Marina El Cid — the one Marina Mazatlan uses in its brochures and in John Rains' cruising guide. We and a number of other cruisers found the since-fired Harbormaster Dick Markie to be a self-serving, self-centered and arrogant individual who was short with his clients and had the people skills of a sack of hammers. It was reported to us that the cruisers were so fed up with waiting for power and water that they, not Markie, were the ones who put it in.

In our opinion, Markie has an obvious dislike for women — and on one occasion barely escaped bodily injury after offending my wife. Furthermore, Marina Mazatlan had the audacity to charge cruisers \$6.50/foot — with no facilities to speak of, just dirt. Marina El Cid — which has two pools, a hot tub, a five-star restaurant, a pool bar, and staff and management that would be the envy of any establishment — charges just \$7.00/ft. The only thing Marina El Cid didn't have was a dog licking his nuts in the noonday sun.

When we were getting ready to leave Mazatlan, we heard one desperate cruiser ask the morning net for help cleaning up the garbage and empties from the marina's parking lot. We were there, folks, and we're sorry, but we couldn't leave fast enough.

If you're going to print articles like *He Left His Markie On Mazatlan*, you shouldn't let the fact that *Latitude's* trimaran was tied up there — probably for free — get in the way of the true facts. I had to post that article on our web page and give *Latitude* the credit for running it. It's very funny.

Barry Gaudin
Spellbinder I
Vancouver, Canada

Barry — Such vitriol from a Canadian!

Whether you like Markie or not — and obviously you don't — it would be silly to deny that he, working with few resources, 'made' both Marina Mazatlan and Mazatlan as a cruising destination. We've published several letters from cruisers who lavishly thanked Markie for his hospitality, assistance and — in several instances — for saving boats from destruction and crews



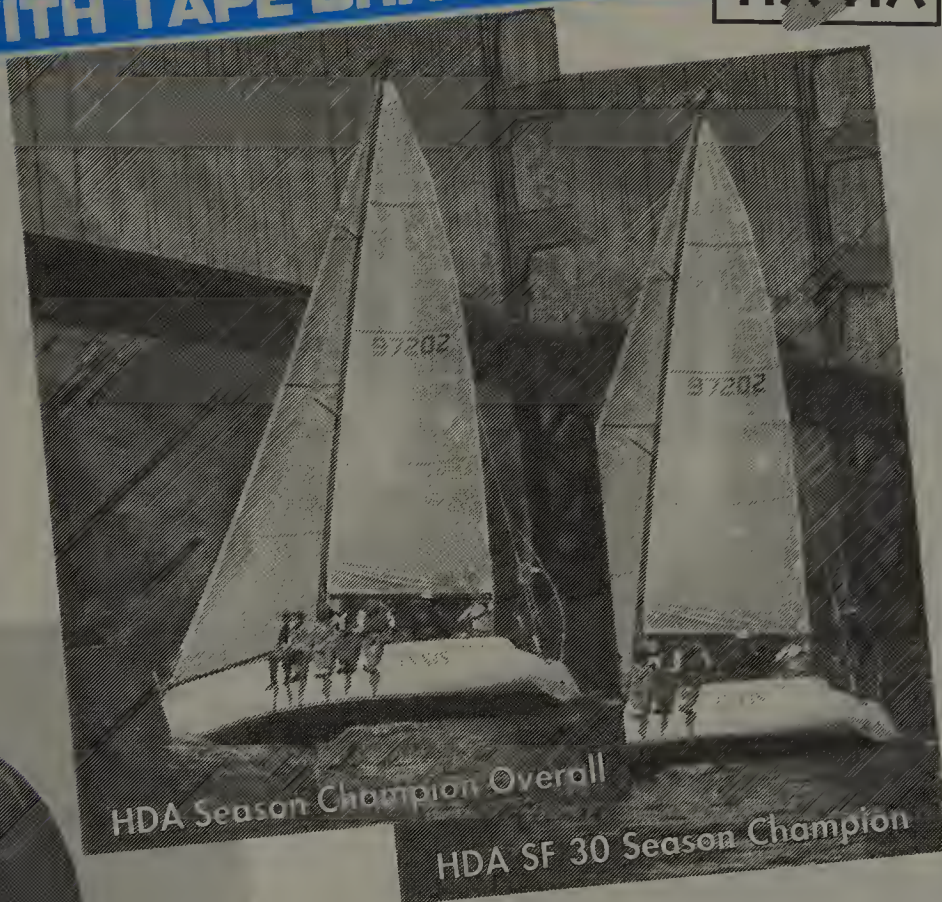
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LETTERS

from injury and/or death. One couple even threatened to boycott the marina because Markie was fired. We didn't have space to publish all the letters in praise and support of Markie, but given the number of letters we've received and the dramatic increase in tenants during Markie's tenure, it's clear that yours is a minority opinion.



Marina El Cid is seen here with Marina Mazatlan in the background.

While Markie was an extremely popular harbormaster with most cruisers, he could be curt — and readily admitted to not suffering fools that didn't appreciate that Mexico and Mexican culture is different from the United States and gringo culture. As such, in our article we repeatedly referred to Markie's management style as "take-charge," and noted that he "ran the marina as though it were a big ship and he was the captain on duty 24 hours a day." While such a management style wasn't going to appeal to everyone, in our estimation it's what was needed to get the operation off the ground.

If Markie indeed insulted your wife, we, on behalf of the sailing industry, would like to offer our apologies to her. Everyone deserves to be treated with respect. Of course, that extends to those accused of something. As such, we think it's unfair and irresponsible for you to accuse Markie of "disliking women" without offering any specific evidence.

Although it seems you're from the 'anyone-who-doesn't-hate-my-enemies-is-an-enemy-of-mine' school, we'd like to make a couple of clarifications to prevent you from continuing to make some foolish mistakes. 1) A trimaran has three hulls while a catamaran has only two. If you're a sailor and had actually seen our boat, surely you would have known the difference. 2) As has been the case with all the boats we've ever owned, Latitude's charterboat paid the published rate for berthing at Marina Mazatlan. By the way, this was 1/7th of what we paid at Cabo Isle Marina, where yes, we also paid the published rate — despite leading more than 100 Ha-Ha boats to that facility.

You are absolutely correct, however, when you contrast the grounds and facilities at Marina Mazatlan and Marina El Cid. The former is rather barren with the most basic of facilities. El Cid, on the other hand, is beautifully landscaped and has all kinds of first class amenities. Small wonder that many Marina Mazatlan tenants frequently wander over to El Cid in their dinghies.

↑↓BOOBIES ON THE BOW

For years I've been waiting for you to do a story about boobies on boats, and you finally did it with *The Battle Of The Boobies* in the September issue.

The reason I've been waiting is the enclosed photograph, which was taken in May of '94 aboard my boat *Barefoot* while underway from Huatulco, Mexico, to Cocos Island, Costa Rica. Late one night I was able to get a picture of two red-footed boobies perched on the bow pulpit — together with a rarely photographed literate white-footed double-breasted boobie sitting on

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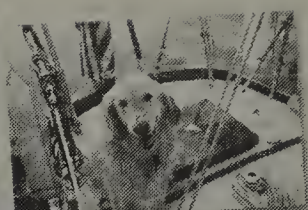
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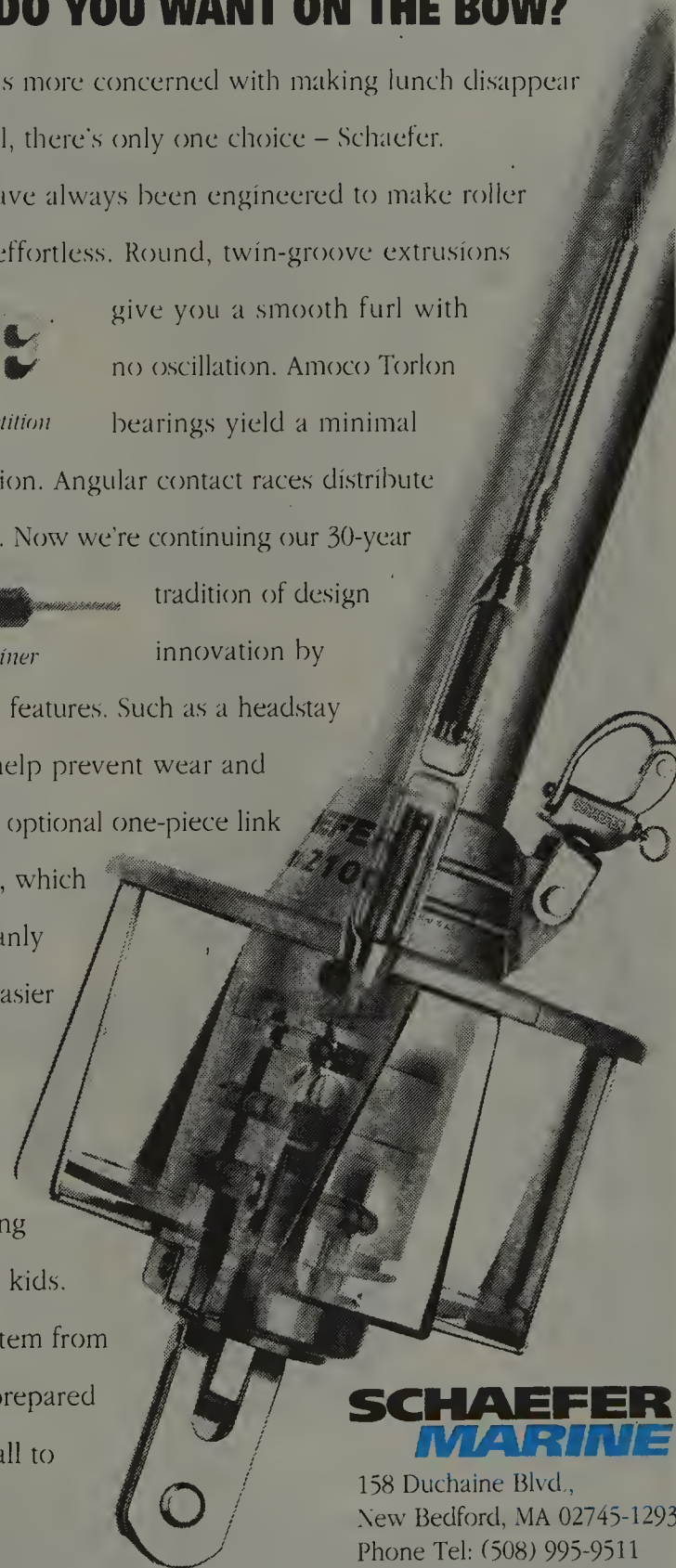
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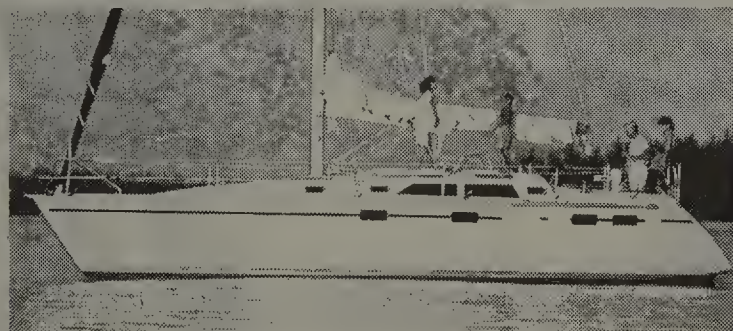
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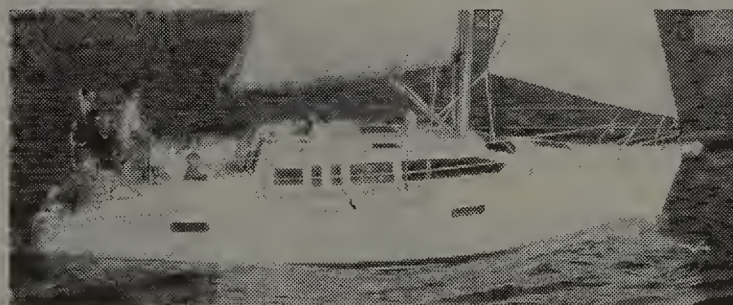
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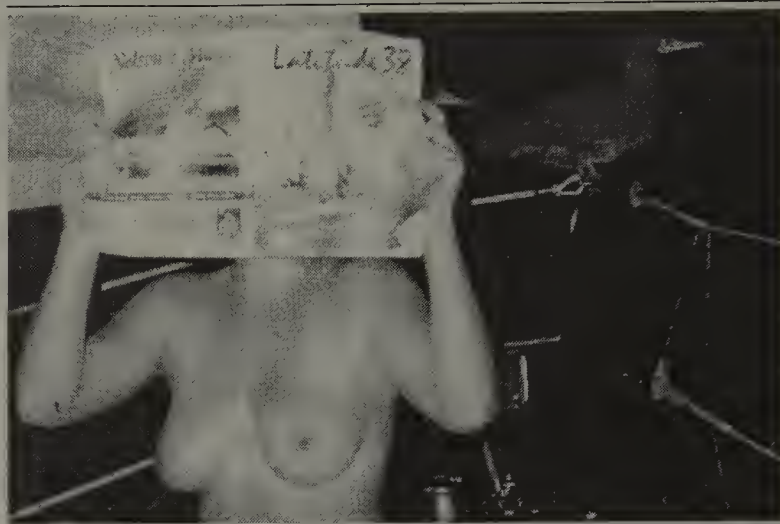
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LETTERS

the deck. It was a pleasant diversion on a long, light-air passage.



Two distinctly different species of boobies, perched together on the bow.

I hope you'll share my view that this picture merits a couple of *Latitude* T-shirts. The need for at least one is obvious.

David Content
 Friday Harbor, WA

David — We rarely award *Latitude* T-shirts anymore, but the *Wanderer* decided that your subject, for demonstrating the joys of not being overdressed in the tropical heat, is truly deserving. Alas, Doña de Mallorca, the judge of all men's T-shirt requests, turned you down. "No skin, no win," was all she said.

↑↓ RADIO TEST BY TORTURE

While cruising down the Pacific Coast of Baja last December, my wife, son and I stopped in at Bahia Tortuga for what turned out to be a two-month stay. One dark evening, we took the dinghy ashore to partake in the local Carnival festivities. As we stepped out of the dinghy into the shallow water along the beach, my wife realized that she'd dropped our hand-held VHF radio into the surf.

We searched for the submerged radio with borrowed flashlights, but with no success. At this point, I mentally wrote off the radio as lost at sea — but decided to check the beach in the morning at low tide just in case. We also put the word out that our radio had escaped and asked the cruisers and some of the locals to keep their eyes open for it.

When I couldn't find the radio in the surf the next morning, I figured that was the end of the story. But three days later I heard a knocking on our hull. It was a local who had found my radio that morning during his morning walk along the beach. He'd then rowed out to our boat to return it.

Since the radio had now been in the water for three days, I figured that all reasonable limits of "moisture resistance" would have been exceeded. Having no expectation of the radio ever working again, I was shocked to hear the unit 'beep' when I turned it on! I hosed out the sand from the speaker grill and tried it again — and it worked. *After three days in the surf!* The only noticeable damage was a slight scuffing of the case.

This Uniden HH-940 served us well for the remaining six months of our cruise. I'm not one for frivolous endorsements, but having passed the accidental 'torture test', I think the radio proved that it can survive far more than what should be required of marine electronics. Kudos to Uniden for putting out a radio that can survive normal cruising conditions . . . and more.

Bruce Smith
 Argonauta, Yorktown 39

OPPORTUNITIES

own a peninsula-based charter yacht

How would you like to own a new sailing yacht or trawler and use charter income and tax savings to help pay for it? Club Nautique's new Coyote Point Marina location is going to provide that opportunity for 12 new boat owners this fall — just in time for last minute '98 tax planning.

Charter yacht ownership is not for everyone, but if you fit the profile, it can be a terrific way to own a new sailboat (or trawler). To determine if it can work for you, answer the following questions:

- Would you like to own a new sailboat (or trawler)?
- Do you have limited time to use a boat (at least for the next few years)?
- Are you willing to have your boat chartered to qualified skippers when you're not using it?
- Could you use some income tax relief?

If you answered "yes" to all four questions, charter boat ownership may be ideal for you. Here are just a few of the benefits you receive as an owner of a new charter yacht in a Club Nautique fleet:

- Income from charters (Positive Cash Flow!)
- Income from training use
- Tax savings (if you structure your boat as a business, you may be entitled to deduct all ordinary and necessary business expenses such as interest, depreciation, berthing, insurance, taxes, maintenance, etc.)
- Free Club Nautique membership: no initiation fee, no dues, full privileges
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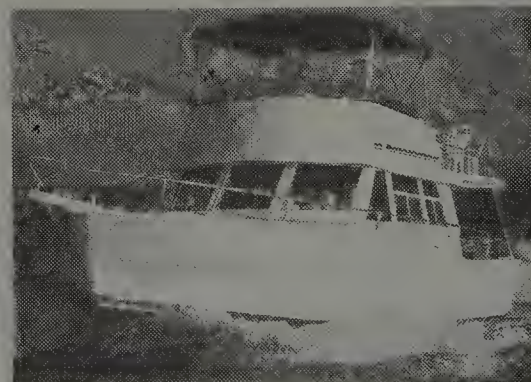
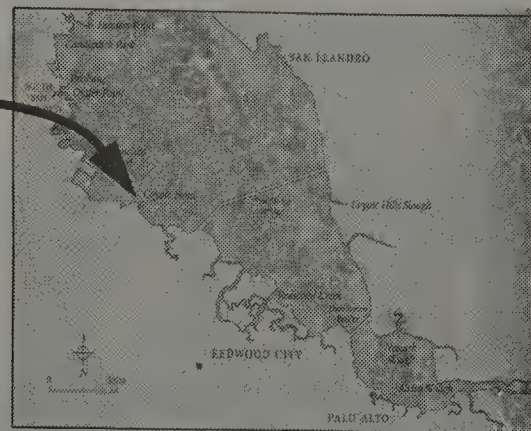
Because Coyote Point is a new base for Club Nautique, there are openings for virtually all of the popular boat models and sizes. The club limits placements in its fleet in order to ensure strong demand and charter income for its boat owners, so as slots are taken, selection will become limited and of course, eventually be completely subscribed. Here is a list of openings and eligible boat models as of this writing:

Openings	Size	Eligible Sailboat Models
4	28-31	Hunter 280, 310
2	32-34	Hunter 340, Jeanneau 34.2
2	35-39	Caliber 35, Hunter 376, Hunter 380, Jeanneau 36.2
1	40-42	Caliber 40, Hunter 410, 420, Jeanneau 40, 40DS, 42.2
1	43+	Caliber 47, Hunter 430, 450, 460, Jeanneau 45.2, 52.2

		Eligible Trawler Models
1	30-34	Mainship Pilot 30
1	35-40	Mainship 350 Trawler
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LETTERS

↑↓RATES ARE REASONABLE

After seeing an ad for the Port Sonoma Marina in the August issue, we decided to check it out. We found that the dredging in the main harbor is almost complete and boats are moving in. So we moved our boat there a couple of weeks ago.

Although the facilities are still being renovated, we've found Port Sonoma Marina to be a pleasant, quiet place to keep our boat while we prepare it for long-term cruising. There is electricity and water, good security, heads and showers. If you plan around the tides, it's only a couple of hours to Angel Island.

One of the big attractions, of course, is that the rates are very reasonable, and there are various promotions to encourage mariners to consider berthing their boats here. They'll even let visitors tie up free for three days! For folks looking for alternatives to high-priced fancy marinas, it might be worth dropping by.

I'd like to take this opportunity to thank all the people that it's been my privilege to introduce to sailing through my work at Cass' Marina and the Modern Sailing Academy. I hope they learned as much from me as I did from them, and I look forward to meeting them in the future while we're both out there 'doing it'.

By the time this reaches print, we'll be heading south to spend a couple of months fattening up the cruising kitty in Southern California, then quickly move through Mexico and the Canal to spend some time in the San Blas Islands. After that, we'll move on up to the British Virgins to do more deliveries for The Moorings. After that, it would be fun to sail across 'the pond' to Sweden to visit Joell's relatives.

Capt. Jonathan and First Mate Joell White
JoJo, Catfisher 32

Ex-Petaluma, ex-Sausalito, and ex-Port Sonoma

↑↓GETTING HIGH — NATURALLY

I was told that you had an article some time ago about flying — dunking? — someone with a spinnaker. I've seen it from afar and wonder if I can coerce you into faxing me a copy of the article? Someone said that maybe it appeared in the July '97 or July '96 issue. Boy, that narrows it down!

Ken Kloeber
Not Sure Where

Ken — We've unfortunately got too much to do to serve as readers' personal search engines, but here's the basics on what's commonly called spinnaker flying:

- 1) Securely anchor your boat from astern.
- 2) Tie a spinnaker sheet between two clews of an old spinnaker. The line should be about 1.5 times the distance between the clews — although you'll need to adjust it according to the wind strength.
- 3) Run the line between the clews through a snatch block, then attach the shackle end of the snatch block to the top of your bosun's chair.
- 4) Attach a line that's two times the length of the spinnaker luff to one clew. This will be the emergency line to bring a 'flyer' down fast.
- 5) Hoist the chute about 3/4's of the way up — or whatever height so it can't collapse close enough to the boat to slam a 'flyer' into the bow.
- 6) Once the chute is hoisted, it should be billowing out well beyond the bow of the boat and the bosun's chair should be dangling in the water. If it's particularly windy, you have to pull the emergency line to collapse the chute to lower the chair into the water.
- 7) The would-be flyer swims out to the chair, climbs in, and only then begins to center himself/herself between the two clews.



Club Nautique

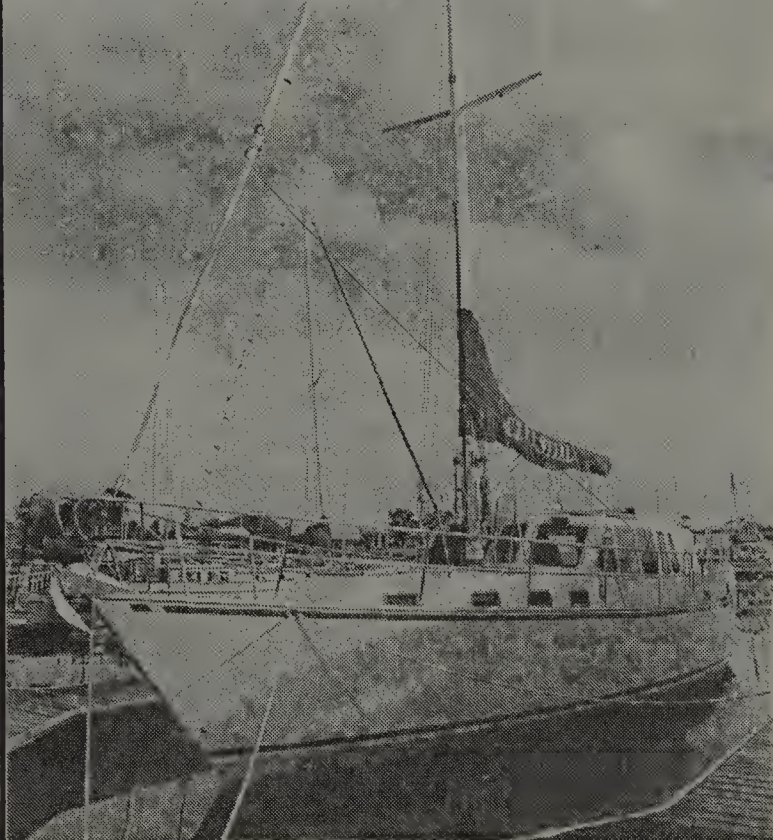
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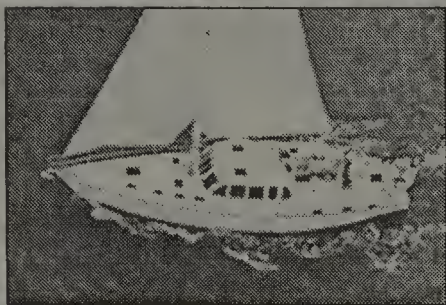
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LETTERS

Assuming there's enough wind, a centered flyer will be gently lifted into the air. If there's lots of wind, a light flyer will almost instantly be launched as high as the mast or even higher.

8) For added fun, the rider works himself off center to one side and then the other, which results in long arcing rides from one side of the boat to the other — and sometimes jerks the stern anchor free. A good flyer can perform many stunts.

9) When the rider is done or freaks out, they simply pull themselves all the way to one side of the chute, collapsing it. If the flyer is too addled to bring themselves down, whoever is standing watch on the boat pulls hard on the emergency line, which also collapses the chute and quickly drops the rider into the water.

In gentle conditions, carefully orchestrated and supervised spinnaker flying is suitable for everyone who is a good swimmer and in decent shape. As the wind speed increases, however, the need for caution and the risk increase dramatically. Strong puffy winds are the most dangerous, as they can easily lead to tremendous free falls followed by abrupt vertical ascents.

The main dangers of normal spinnaker flying are getting fingers crushed in the snatch blocks holding the bosun's chair up, free falls wrenching backs, and flyers slamming into a forward part of the boat because the chute was hoisted too high.

For samples of this kind of fun, see this month's Changes. Have fun — but be careful!

↑↓VILE AND DISGUSTING ACTIVITY CALLED 'WORK'

Let it be known to all men, that as of 1500 — commonly referred to by landlocked individuals as 3:00 p.m. — on the 14th day of the month of August in the year of Our Lord 1998, Leo Bradshaw will have permanently and forever ceased and desisted from the practice of that vile and disgusting activity called 'work'. He shall never again engage in any activity or event that might be described as 'toil', 'labor', or 'employment' performed for wages, nor shall he be referred to as a 'worker', 'workman', 'employee', 'laborer' or by any title except 'captain' or 'skipper' of the sailing vessel *Windwalker*.

Be it also known to all men that from this day forward it is forbidden that any day be called a 'workday', and no activity shall be described as 'getting some work done'. The holiday named 'Labor Day' will not be observed, and will be deleted from the ship's calendar.

Therefore, let it be known that Capt. Bradshaw, being of sound mind and body, has commanded that these terms and conditions be set in stone and are therefore irrevocable and irreversible! From this day hence the captain and his lovely first mate, "Have no schedule and are going to stick to it!"

Capt. Leo F. Bradshaw
Aboard *Windwalker*
El Cerrito

Capt. Leo — At ease, sir.

↑↓I LIKE TALKING TO SURVIVORS

You probably won't remember me, but you may remember our old catamaran *Odysseus* as we made our way down the coast of Mexico as part of the Ha-Ha '97 fleet. I visited the mother ship *Profligate* several times, and ended up taking stuff the Wanderer and Doña de Mallorca had collected to the kids of La Paz.

As some folks knew, our journey wasn't just about cruising or sailing. We'd bought *Odysseus* in the summer of '96 and promised that we'd leave on a cruise in the fall of '97. But just months after buying the boat, I was diagnosed with an aggressive form of throat cancer.

While others weren't certain we should still make the trip to

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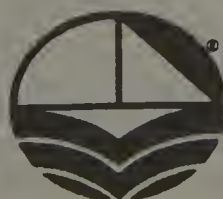
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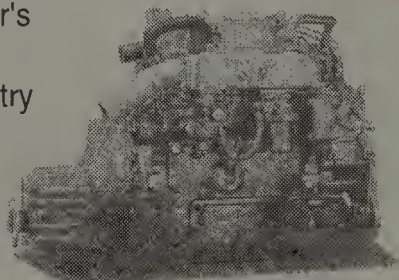


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LETTERS

Mexico, there were two things that kept me going during my radiation treatments: 1) My faith, and 2) The thought of cruising Mexico with my wife and two children. For me it wasn't a case of whether we'd still go, but when.

I didn't get around to it right away, but I want to let you know how much the Ha-Ha meant to me during my cancer surgery and recovery. Having enjoyed a wonderful season of cruising in Mexico with my wife and two children, I'm now back in the 'real world', envious of the folks preparing for Ha-Ha '98 and remembering how it was for us a year ago.

On August 1, the *Arizona Republic*, the biggest newspaper in the state, had a feature story about our cruise, including the aerial photograph of us and our boat by Ha-Ha photographer Tom Lyons. We really enjoyed the article and the 'notoriety' we've gained among our friends since it came out. I've been asked to speak at a Rotary meeting, and various wannabe cruisers and cancer survivors have called the reporter to get in touch with me. It's enjoyable for the most part, and I particularly like talking to the cancer survivors.

In any event, thanks for giving me the opportunity to take my first cruise with the guidance of the Ha-Ha, and thank you for your efforts to promote and share this lifestyle with as many folks as you can. I may get to sail down on the Ha-Ha this year with some friends, or I may be 'too busy' — although I'm trying not to let that happen. I may also do some sailing in southern Mexico and perhaps a South Pacific passage this spring with other ex-Ha-Ha'ers.

Monte Berget

Odysseus; For Sale, But Not Forgotten

Monte — Sure we remember you and *Odysseus* — particularly that first night out of Turtle Bay, when we were sailing a broad reach together in very light winds for a couple of hours before sundown. The sky was clear, it was still warm and all was serene. We're thrilled that dreams of the Ha-Ha and the Ha-Ha itself seem to have made your problems a little more bearable, and if you're too busy to make this year's Ha-Ha, we'll be sure to drink a toast to your health off Turtle Bay.

Your opening paragraph also reminds us to once again ask you readers to consider donating items such as decent used shoes, used sporting gear, office supplies, etc. for us to deliver to kids in Mexico this winter. Any donations will be gladly accepted at either our office, boat or at the upcoming Crew List party. Feel free to call us at (415) 383-8200, ext. 111, if you are concerned about the appropriateness of your contribution or need us to make a pick-up. Thanks!

↑↓HULL #0

I read with interest Peter Cullum's *Ode To George Olson* in the August issue, as well as his praise of *Mas Rapido*, hull #1. In partnership with Jim Hollywood and Bruce Sardone, I was one of the original owners of this fine boat. We bought this first Olson 30 hull — the 'boat show' model — from Olson, then leased it back to him to take to other boat shows. If memory serves me correctly, he termed our boat 'hull #0', with hull #1 being the first actual production boat.

At the time we bought the boat, Jim Hollywood was a sailmaker operating the Dana Point loft for John Conser's Windward Custom Sails, so we had a fabulous sail inventory from the beginning. If we thought we needed a sail to suit a particular race, it was created quickly — sometimes the night before the race! Having a sailmaker for a partner also allowed us to push the sails to the limit, so blown chutes and drifters were a common occurrence.

The 'chicken chute' Cullum referred to was created for either the Newport to Cabo Race or the Long Beach to La Paz

PIER 39 MARINA

An aerial photograph of the Pier 39 Marina in San Francisco. The image shows a large number of sailboats and yachts docked in the water. In the background, the city of San Francisco is visible, including the Golden Gate Bridge and the surrounding hills. The text is overlaid on the image.

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LETTERS

Race. To meet the conditions of the race, we also had to install an inboard auxiliary — a Volvo Penta saildrive — and carry a crew of five or six. I heard that the motor was later removed so *Mas Rapido* could again race one-design in the Newport area for her third owner.

The Mexico races were somewhat grueling as the weather gods served up some abnormal conditions. Instead of off-the-wind sleighrides that everyone anticipated — and in which Olson 30s excel — we had lots of wind on the nose. Nevertheless, it was a pleasure to load the boat on her trailer and return home in days rather than having to sail her back up the Baja peninsula. As we loaded the boat up in La Paz near the trophy presentation site, we got more than a few wistful looks from other owners and crews!

Mas Rapido was very dominant on the Dana Point racing scene during the years we campaigned her — despite the PHRF handicappers consistently lowering of our rating after each successful season. The handicapper finally prevailed, however, and the boat was no longer competitive under PHRF. The only serious competition during *Mas Rapido*'s initial years came from other Olson 30s and from Hobie 33s. Nonetheless, we prevailed more often than not and left the racing scene with an impressive winning record.

I was pleased to read Cullum's letter and learn that *Mas* is still providing thrills, chills, and good times for her owners. Owning and racing her certainly provided some of the highlights — ranging from euphoria to absolute terror — of my sailing career.

I currently own the Peterson 44 cutter *Esmeralda*, which I'm currently getting in shape for a bit of extended cruising. Jim Hollywood has a Columbia 52, *Gypsy*, which he plans to take on his second circumnavigation. Bruce Sardone still owns *Mas Rapido II*, the custom racer we built on a Lancer 36 hull with modified keel/rudder and significantly enhanced rig and sailplan. We're all still in Dana Point and still sailing hard — albeit on vessels a bit slower and less exciting than *Mas Rapido*.

James N. Senechal
Dana Point

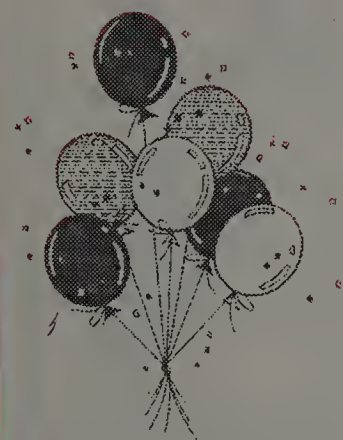
James — If we remember correctly, you guys and *Mas Rapido* were one of only six finishers in the 33-boat La Paz Race of '79 — a race that some participants said was even worse than the killer Fastnet Storm of just a few months before that had claimed 15 lives. When we heard that, we were extremely impressed.

WILD NIGHT AT CHINA CAMP

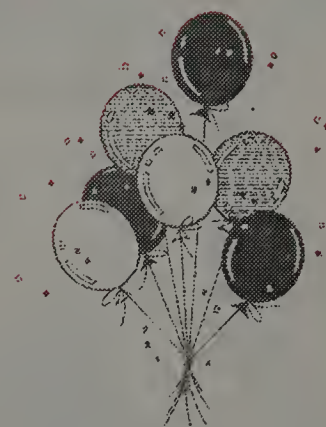
It was beautiful at San Pablo Bay's China Camp on the Sunday night of Labor Day Weekend. I was sipping champagne with my wife Leigh in the cockpit of our Pearson 33 with our dog Scarlet, whispering about an upcoming Delta trip and how good life is. The full moon, flat water, light breeze and warm air made for one of the best nights we've ever spent on the Bay — until a car drove off the 60-foot cliff about 100 yards from where we were anchored!

Although we could hear the crashing sounds as the car nosedived down the cliff, we couldn't see it because it wasn't in the moonlight. But somehow I just knew the car had gone off the cliff, so I jumped in our inflatable dink and — armed with a flashlight and cell phone — motored over to the accident scene as fast as I could. I called 911 on the way over and was able to make a report before landing on the shore. I also yelled to the other 40 boats lying at anchor to call the Coast Guard.

When I got to shore, I discovered a black Mercedes convertible sitting upright but leaking fuel and water on the rocky shore and into the Bay. I have extensive First Aid training from a stint as a medic in the National Guard, and although I really didn't



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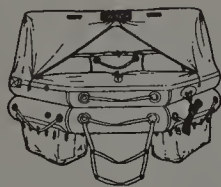
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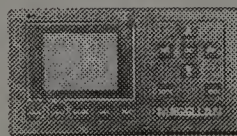
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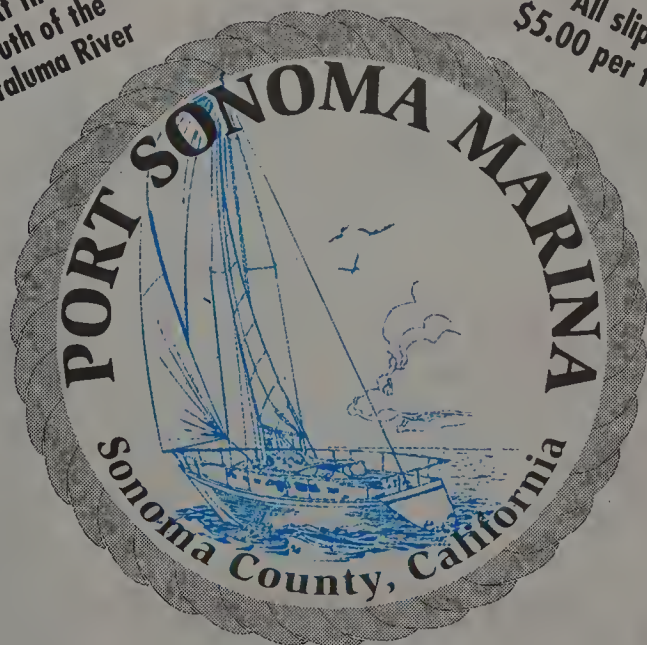
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- Oct 30 Around the World in 80 Minutes – Jim O'Connell, Photographer and Circumnavigator.
- Nov 5 Cruising the Sea of Cortez – Gerry Cunningham.
- Nov 6 Cruising with Charlie's Charts: Mexico and Costa Rica – Margo Woods
- Nov 7 Downwind Marine's Cruising Trade Fair – Product demos, technical info and raffle prizes from PowerSurvivor, Magellan, Switlik, Force 10, Bellingham Charts, Lifeline Batteries, Cruising Charts and more. 10 am to 4 pm at Downwind Marine.
- Nov 8 Downwind Marine's Cruising Kick-Off Party – We do burgers & hot dogs, you bring a side dish to share. 12 to 4 pm at the beach next to Shelter Island launch ramp.
- Nov 10 Cruising 101: Avoiding the Pitfalls of Paradise – Amy Sullivan and Kevin Donnelly.
- Nov 11 Batteries: Flooded, Gel, AGM – All you need to know. Mike Kimble.
- Nov 13 Cruising the Net: Internet Resources of Interest to Cruisers – David Bond.
- Nov 18 Marine Weather – Dan Brown.
- Nov 20 Energy Management – Everything you need to know about your boat's electrical systems. Mike Symons.
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LETTERS

want to approach the wreck because of a risk of explosion hazard and because of what I might find, I obviously had no choice but to try to help. I crept up on the car and looked inside, but found no bodies. I started scanning the water, under the car, and the rocks around the wreck and the cliff face — but I couldn't find anyone.

At this point, I could see that a Coast Guard vessel had arrived. They asked me to come out to their boat. As it turned out, they'd already been in the anchorage dealing with a domestic dispute that apparently ended up with somebody's wife or girlfriend in the water!

In any event, I explained that I couldn't find any victims and then reported the leaking fuel. That's when the Coasties boarded my little 8.5-foot inflatable, as their large inflatable drew too much for them to get ashore. I rowed them in and let them borrow my flashlight, then took them back to their boat when they finished assessing the situation.

Since I spend about 70 to 80 days a year on the Bay, I figured that eventually I'd get 'boarded' by the Coast Guard — but I didn't figure it would be on my tiny inflatable! The Coasties were pleasant, armed, exhausted — and left boot marks on my deck. As for the car, they figured it was stolen because the radio was missing and no casualties were found. The car must have been dragged back up the hill that night while we were sleeping, because it wasn't there in the morning.

Robert Guinn Viaggio
Pearson 33
San Francisco

Robert — *The more time you spend on the Bay, the more amazing things you see. But a tip of the Latitude hat to you for trying to help out.*

↑↓ THE ANSWER IS DONN CAMPION

The *Sailing Records* article in the August issue was great — fast is fun!

You didn't know who sailed *Merlin* when she established the Windjammers — San Francisco to Santa Cruz — monohull record back in 1983. Donn Campion was the owner and skipper that year when they averaged 11.1 knots to finish in 5 hours and 59 minutes.

Bill Lee
Santa Cruz

Readers — For those of you who haven't been sailing for long, Bill Lee will always be a sailing giant for two very good reasons: 1) In 1977 he had enough conviction in his ultralight beliefs to build the 67-foot *Merlin*, a truly magical boat that not only had untold influence on most subsequent yacht design, but also — witness this year's West Marine Pacific Cup — remains a huge threat in any downwind race more than 20 years later; and 2) He delighted in taking everyone — experienced or novice, man or woman, child or adult — out sailing. Indeed, one of the reasons we at Latitude built such a big catamaran as our new charter boat is to give as many people access to sailing as possible. Fast is fun and — as Lee demonstrated — so is sharing the fun with as many others as possible.

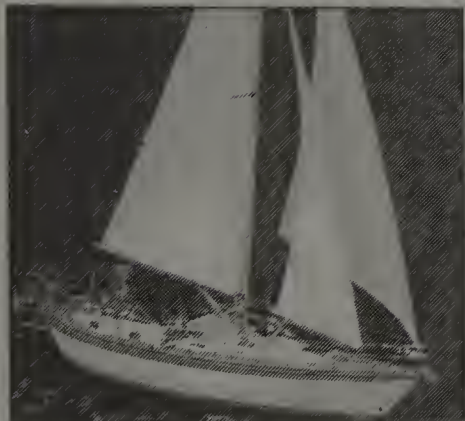
↑↓ A SOARING 'THANK YOU' TO GREY EAGLE

I'd like to express some deeply-felt gratitude to the crew of the sailing yacht *Grey Eagle*.

I was part of the embarrassingly unprepared delivery crew aboard the S&S 52 yawl *Bounty* on her return trip to California following the West Marine Pacific Cup to Hawaii. We found ourselves in a touchy situation when, just 10 days out, we discovered that we'd used up more than half our fresh water supply.

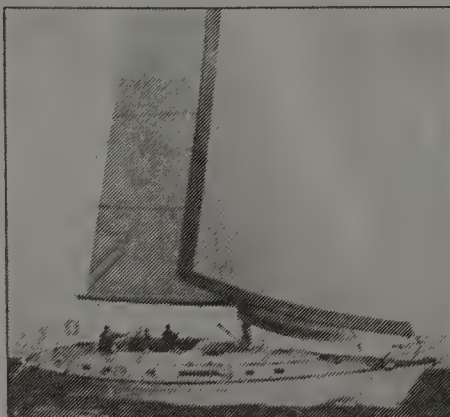
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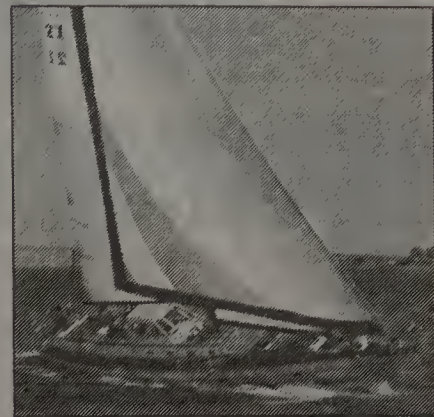
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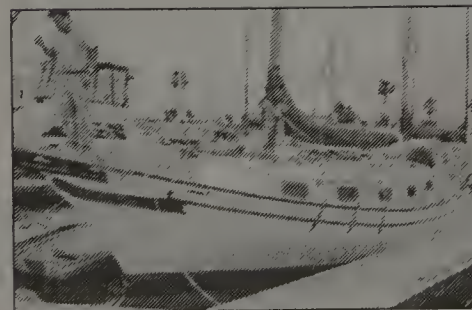
55' TAYANA CENTER COCKPIT CUTTER, '85

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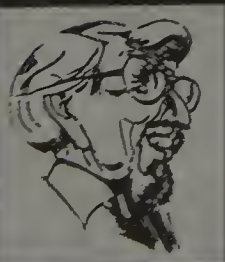
43' CHEOY LEE PILOTHOUSE, '83

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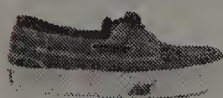
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LETTERS

At the time, we certainly weren't halfway back to California. It wouldn't have been so bad except that the engine wasn't working and there was very little wind in that part of the Pacific.

The list of things we did wrong on *Bounty* may have been long, but the competence, kindness and generosity of the *Grey Eagle* crew covered our mistakes. In so doing, they transformed our passage from what was looking like a survival ordeal into a pleasurable — if long (27 days) — delivery that we could at least enjoy.

We and *Grey Eagle* had a rendezvous one calm night during which their crew displayed fine seamanship and common sense in managing to transfer us a healthy supply of water, a backup battery, and a handheld VHF that ran on 'normal' batteries. They even took our depleted engine starting battery onboard their vessel, charged it for 12 hours, then transferred it back to us. All in all, they gave us plenty of water and enough electricity to keep our SSB running for the remainder of the trip. In addition, they made phone calls and sent email for us, no doubt easing many a worried mind back on the beach.

I didn't have the chance to shake any hands as our boats touched rails out there, but on behalf of the whole *Bounty* crew, consider this a hearty handshake and heartfelt 'thank you'.

Good show, lads, good show!

Bo Day
Berkeley

GOOD CLEAN FUN

As usual, your August '98 issue was wonderful. I'm always amazed that *Latitude* is free, because you have more useful information than any of the other sailing magazines. But just one thing — specifically the article about the differences between charter monohulls and charter catamarans. On page 198, the author states that "Cats don't point to windward nearly as high as monohulls, but on a reach, with plenty of wind, they scream along nicely."

The statement that "cats don't point to windward" is not totally accurate, as you must compare apples with apples. The author is correct when he states that the Venezia 42 catamaran wouldn't point as high as the Beneteau 500 monohull, but that's because this particular cat — and most other charter cats — have a fixed shallow draft keel on each hull. If you took that same design and gave it two deep and efficient daggerboards, the cat would claw to windward as high as any racing monohull. So why do they leave daggerboards off charter cats? Simplicity, ease of maintenance, and greater interior volume.

It's surprising to me to still hear people saying that multihulls don't point. It must be a throwback to the '60s when a lot of hideous 'roomarans' were coming out of backyards. It wasn't the designers' fault as much as it was the builders. The builder would look out on that vast open deck and say: "Wow man, look at all that spaaaaace! Dude, man, like why don't we extend the cabin all the way across?" Forget those multihulls pointing, they couldn't even sail.

Despite all that, there were some excellent multihulls back then that could outperform any monohull on a tack. Twenty-five years ago, for example, I had a 26-ft fiberglass production trimaran with a well-designed pivoting centerboard. I always pissed off the monohull sailors by blowing past them to windward. They would mutter how multihulls can't point while frantically trying to make adjustments. Boy, that was some good clean fun!

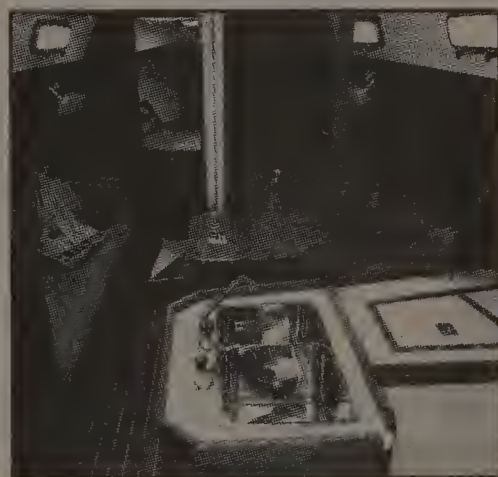
Steve Hobbs
San Diego

Steve — It seems to us that two of the things that crippled the multihull movement 25 years ago were gleeful arrogance and

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LETTERS

exaggeration. Taking delight in pissing someone off is not the way to, as one author noted, make friends and influence people. And wild exaggerations of performance doesn't help either.

It seems to us — owners of both a small racing monohull and a large cruising catamaran — that it's still important not to make foolish claims. Daggerboards, for example, would certainly help charter catamarans point better, but clearly not to the extent that they would allow a Venezia 42 to "point as high as any racing monohull". That's absurd.

On the other hand, it's also important to remember that pointing ability is really of secondary importance to multihulls, as their VMG usually increases significantly by cracking off and dramatically increasing speed.

For what it's worth, a few years ago in the Caribbean we participated in an informal race between a Lagoon 57 catamaran — very wide hulls, no daggerboards, and overweight from five electric heads and other charter amenities — and a modern Beneteau 62 monohull charterboat, also loaded down. We on the catamaran handily beat the monohull sailing on a very broad reach, and the crew said we'd have no trouble in windy reaching either. They cautioned us, however, that the monohull would be clearly superior sailing to weather and in lighter reaching conditions.

↑↓MY RAIN GEAR HAS SPENT THE YEAR HANGING

I've followed the recent letters concerning the supposedly short sailing season in the Northwest. I read the first letter in June while anchored off Blake Island State Park. The temperature was in the upper 70s at the time. I read more letters about the short season while sailing the San Juans. It was 90 degrees out on that occasion.

So far this year, we've sailed our Catalina 30 on 51 different days and used our water ski boat on another 15 days. My rain gear has spent most of the year hanging in the head.

Terry M. Dolan
Bainbridge Island

Terry — That's terrific — and so is your record keeping. We've always envied folks who make the effort of recording all the times they take their boats out.

↑↓SHATTERED ILLUSIONS

Thanks so much for giving me reason to cancel my subscriptions to the Star and Enquirer. Your in-depth coverage of the petty bickering of distant cruisers brightens each new day with proof that down deep people are still human — even while off sailing to exotic ports. Please continue your excellent documentation of these rumors and half-truths from secondhand sources, as they make my mundane life here on the Bay so much more enjoyable by knowing that other people have to put up with chicken shit stuff. Otherwise I would have to continue dreaming of far away lands filled with smiling beauties and keep my hopes of a better life intact.

Jay Kimmel
Orca
Alameda

Jay — While we're not interested in dwelling unnecessarily on the negative aspects of cruising, we feel we'd be irresponsible if we didn't at least periodically acknowledge them. Fortunately for those of you who don't like reality — petty human squabbles, accidents and even death — there are plenty of boating magazines more than happy to indulge your fantasy world.

↑↓SAILING WITH CHILDREN

As parents of one-year-old twins, we're wondering if/how



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T-3500

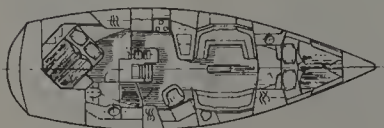
Tartan's top performer, light air in the 'slat'. A unique layout which works well for a family or couples.



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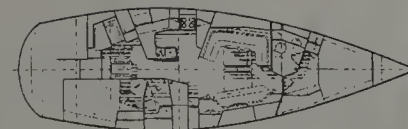
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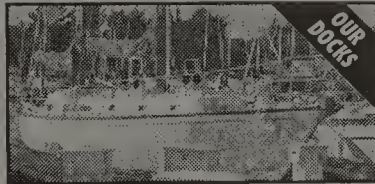
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32' FUJI KETCH, '77

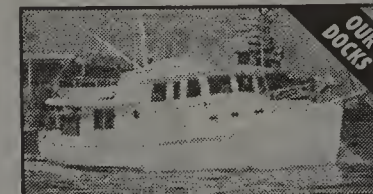
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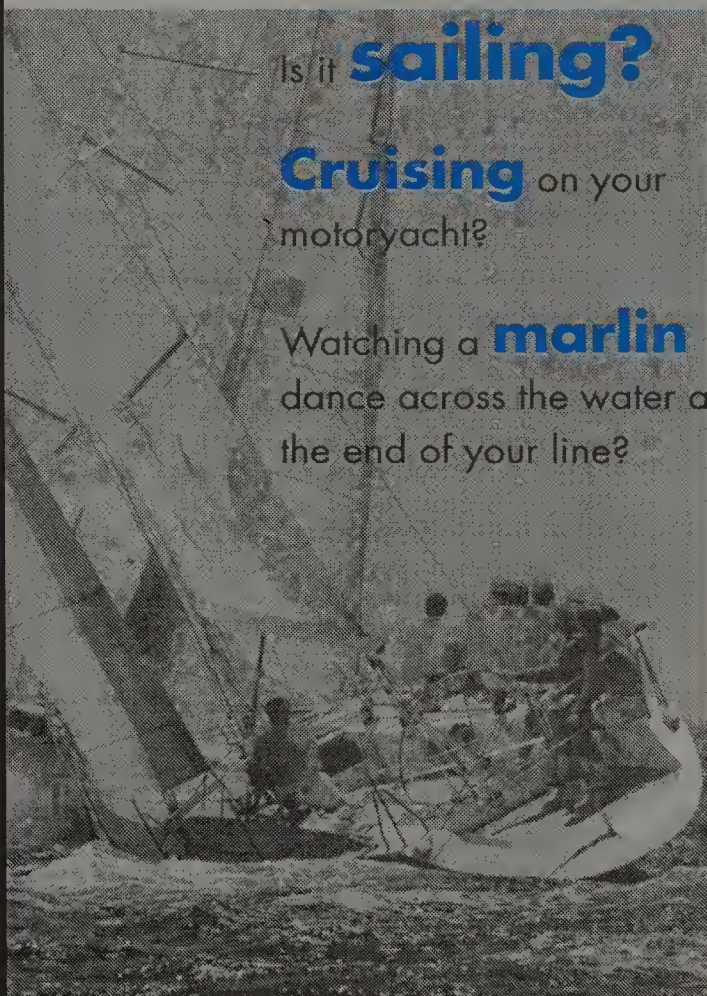
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Congressional Cup, Long Beach Yacht Club, 1996. Photo by Geri Conser.

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LETTERS

people sail with small children? Is there a good book detailing how to secure them below when necessary, and above if possible? Do we need absolutely need a third person? My hunch is that we do. Does common sense dictate that we just get a babysitter and go sailing without them until they are three or four? Obviously people cruise with children, but they really don't have a choice.

We've outgrown our current boat, which only has five feet of headroom and a cabin sole just two feet wide, but if she doesn't sell, we may have to try to make it work. Can it?

We loved the article on Zulu in the September issue; Julia is my hero!

Kathy Bagnell
Leilani, Lapworth 24
Hermosa Beach

Kathy — More than a few couples have circumnavigated with one or more infants — on boats under 25 feet. And we have South African friends in the Caribbean who circumnavigated with five youngsters on a 30-footer. So the question is not whether it can be done, but whether you can sail with your kids and still enjoy it despite the extra work and responsibility.

When our kids — now nearly 18 and 16 — were young, we did the combo thing. Sometimes we took them and sometimes we got a babysitter so we could sail without them. But since our memories are no longer fresh on taking the kids sailing with us, perhaps our readers with youngsters would be willing to share their opinions and tips.

⇅SELF-SERVING GARBAGE

Did I hear right? Did you rate the NOAA.com website as a '10'? Out of what, 1,000? Please tell me you just glanced at the site, thought it looked like a good idea, and that you didn't actually read most of the self-serving garbage Jim Warner, aka 'Swabby & Jaime', writes for and about himself. And please, please, tell me you didn't actually pay him to mention *Latitude* — Oh wait, I know you didn't because he didn't link to you. He only links to magazines that pay him.

I don't know about you, but I personally feel that NOAA.com is an example of how not to use the internet. I mean please, the 'Network of Ocean and Air Associates'. Oh yeah, it just happens to have the same initials as a certain well-known government agency that we all know and usually love. To paraphrase Forrest Gump, 'scummy is as scummy does'. Enough ranting; thanks for listening.

Alan Street
Out There

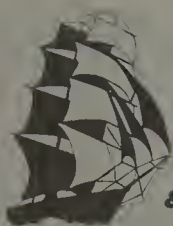
Alan — Nobody here can find or recall any review in *Latitude* — positive or negative — of NOAA.com. The site address would appear to be an attempt to trick folks into visiting by making them think they were actually getting NOAA. In the world of cyberspace, such tactics are common because there are far too many sites with basically the same information and services trying to attract the attention of too small a pool of visitors.

As for the NOAA.com site itself, it didn't seem significantly better or worse than a thousand other sailing sites. We sure wouldn't give it a '10', but we wouldn't give it a '0' either.

⇅COLE TO THE RESCUE

In the September *Letters*, reader Mike Herold asked for advice on replacing a lost Cal 24 'swing keel' — actually a center-board. As the former longtime writer of the Cal 24 Association newsletter, I have answered such requests many times. I have detailed drawings which have been successfully used by numerous steel fabricators to duplicate the original part.

BAY SHIP



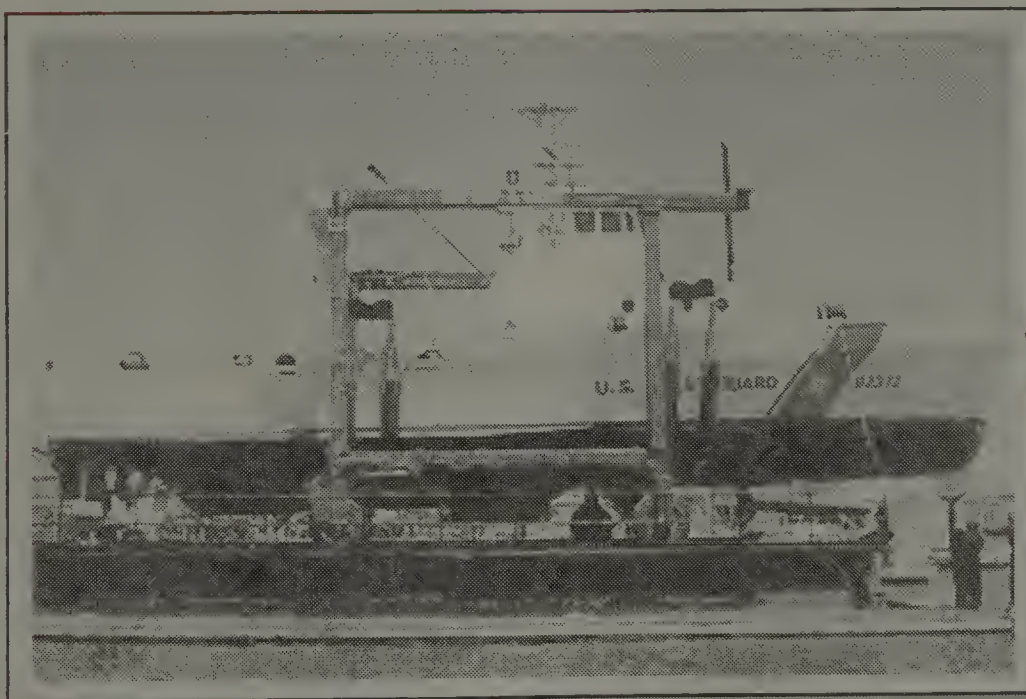
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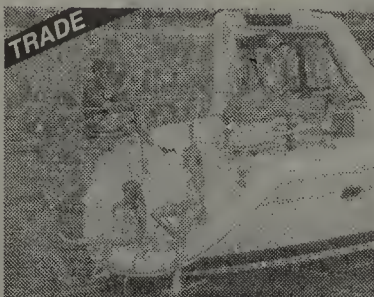
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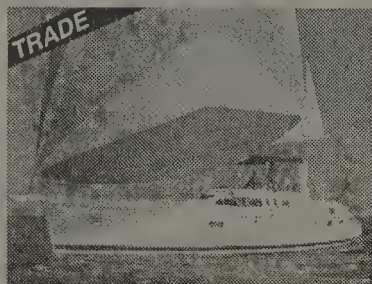


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Radar.
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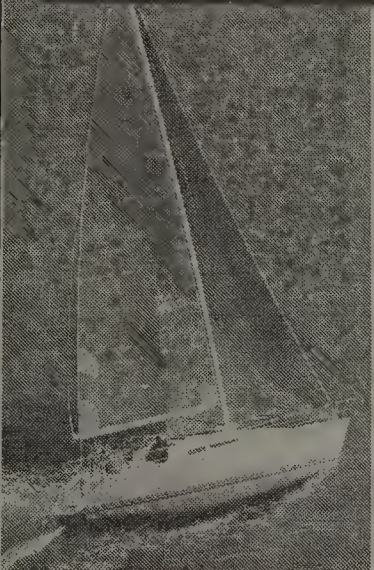
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just came back.
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more. Bristol. Call for details.
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LETTERS

Unfortunately, Herold's 'Southern California' address is a bit too vague for a direct reply. Can you furnish me with his address?

Steve Cole

444 Schooner Way, Seal Beach, CA 90740

Steve — Thanks for being such a help. Unfortunately, we don't have it in our records, maybe because we lost it, but very probably because he didn't include it. You'd be surprised how often that happens, especially with email letters. But we're sure he'll read your response or have some friend read it to him.

↑↓A SELF-ASSURED YOUNG MAN OF ABOUT FIVE

I was enjoying one of my preferred pastimes when, in the *June Changes*, I came across the reference to *Beau Soleil* and "a young Californian who sailed a Columbia 24 around the world." The people you were trying to remember were Mike Riley, his wife Karen, and their son Falcon.

Several years ago, on a general recommendation from *Latitude*, my wife Marilyn and I flew from our home in Portland to spend a week with the Riley family on *Beau Soleil* on the inland waterway. A fine time we had, too. But just to clarify your story, Mike met Karen in New Zealand. As I understand it, Falcon was conceived somewhere in the Indian Ocean, but was actually born in Malta. Yet another story, but you get the idea.

As a follow-up to this story, I had the opportunity to later read a book, *Sailing the Golden Sea, The Adventures of Two Sunset Sailors*, by local author Paul Keller. In the book — also a good read — Keller refers to "a young couple from San Diego who were on a circumnavigation aboard a 24-foot motorless boat. (Mike dumped the outboard early on when it would no longer serve its purpose.) They agreed to help us even though Karen was seven months pregnant."

While Keller didn't refer to the Rileys by their name, I suspected it was them. Keller confirmed it was the Rileys when I called to compliment him on his book. So there you have it, another story tied together. In the meantime, I've been waiting a long time for another report from the Rileys to appear in *Latitude*.

By the way, when we visited the Rileys, Falcon was a fine, self-assured, young man of about five. As a matter of fact, one of his first duties was to singlehandedly lead Marilyn and I on a tour of the Beaufort Museum. He also had a Lego collection that would have the envy of most other kids his age.

Looking for another good book? Try another one by Paul Keller, *Sailing the Inland Seas, Further Adventures of Two Sunset Sailors*. This one chronicles their circumnavigation of the eastern United States.

Dennis & Marilyn Scheuermann
Portland

↑↓MAKE IT EASIER TO GET MARINE WIDGETS

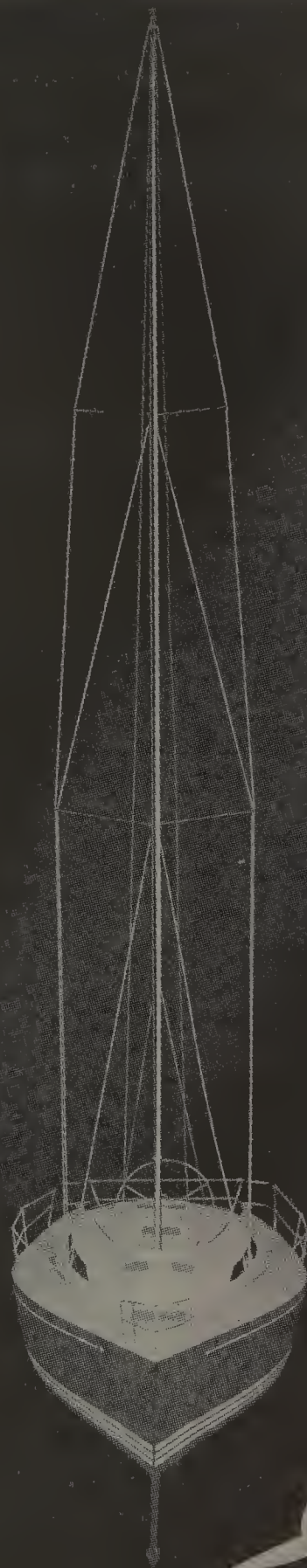
My family and I just finished a five-year circumnavigation, put the boat up for sale in Florida, and placed ads in a number of magazines and on the web. Since the boat was located in Florida and we had a Florida phone number, we were surprised that most of our calls came from *Latitude*! In any event, the boat sold before we could get our land legs.

When we left on our trip, we cancelled all our periodicals because of the mailing expense — except for *Latitude* and the *Seven Seas Cruising Association Bulletin*. We also found old issues of *Latitude* all over the world in funky yacht clubs, grass hut bars and other remote places.

We're now back in Marin, and in order to keep in touch with cruising while landlocked, I'm publishing www.Cruising-Sailor.com. After reading a letter to the editor asking for a cruis-

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LETTERS

ers' discussion forum, I added one to my site. A cruiser in Thailand asked for a message board, so we made a message bulletin board that will allow cruisers to leave and pick up messages from other boats and friends and family at home. We also have other features to make it easier to get a marine widget when the original breaks in Tonga.

My main goal in the site, though, is to create a "Free World Wide Cruising Guide." I started the Free World Guide with all the waypoints, anchoring, and port information that we collected on our voyage. Since then, I've had contributions from cruisers in different parts of the world. I invite everyone to check the site out.

While I don't think that websites will ever take the place of kicking back in the cockpit — or even the easy chair at home — with a *Latitude*, it sure does make communications and securing cruiser information easier when at a remote island.

Dave & Amy Sherman, Jessica (14), Cody (11)
formerly s/v *Rubaiyat*
Marin County

Dave — We're delighted you enjoy Latitude and got so many responses to your ad. Thanks for all the nice words.

It seems to us that the problem with having a sustainable sailing website is not whether you can provide unbelievable amounts of information — check out a website feature mentioned in the next letter — but attract a critical mass of participants. It often seems that there are ten times as many sailing websites as there are people to visit them; sort of like it would be if there were 50 sailing magazines for Northern California. While it's uncertain how sailing websites will shake out in years to come, it's clear that the ultimate users of the information will be the big winners.

↑↓ PLOTTING ACROSS THE PACIFIC

While the love of my life was sailing on the high seas and I was stuck back home driving my desk each day and chewing the furniture each evening, I discovered that you can still keep in touch when thousands of miles away. For the uninitiated — as I had been — the method is Ham radio 'nets'. These are a more (or less) organized form of CB or 'chat rooms'. The more structured ones collect data each day from each vessel on the roll call.

In my case, the Pacific Seafarer's Net proved to be an invaluable resource in keeping me connected with my love, Suzy O'Keefe. The net is international in scope, covering waters from New Zealand to Seattle. Every day at 8:25 p.m. PDT roll call begins on 14.313 Mhz. Even though I'm not a licensed Ham operator — soon to change — and therefore not allowed to transmit on Ham frequencies, there is nothing prohibiting me or anyone else from listening. Sometimes all I heard was static, but at other times I could hear Suzy checking in as she made her way across the Pacific.

Every couple of days we'd talk via a 'phone patch', which is where a Ham operator — with a license and better reception — would connect his radio to his telephone, and for the price of a collect call from Southern California, allow Suzy and I to have a brief conversation.

During one evening's roll call, Suzy heard about an email list that posted roll call information. She managed the neat trick of subscribing me to the list over the radio. Soon after, however, I was conversing via the internet with some of the net controllers — in particular, Mike Harris in New Zealand — who had been taking the weather data from the various nets and forwarding them to the New Zealand Met Service. This system is called YOTREPS.

Having some extra time and a desire to have visual reference

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LETTERS

to Suzy's location, I integrated some tools together to translate Mike's reporting data into a map that could be viewed over the internet. We now have an international collaboration, where Mike's YOTREPS software collects and formats the data from the net controllers and I process it into a daily map of boat positions.

If you or someone you love is sailing about the Pacific and you want to keep track without gluing your ear to a Ham radio every night, I invite you to visit my vessel plot page at <http://www.bitwrangler.com/yotreps/> and explore. There are links to the main YOTREPS page and to the Pacific Seafarer's Net.

Ken Mayer
S/V *Wishful Thinking*
Currently In Redwood City

Ken — While there were only a couple of boats plotted on the day we checked, it's a cool set-up. In addition to social and safety functions, it or something like it could someday provide tremendous data for ocean research.

SHALL I STAY THE COURSE?

Except when I was out cruising, I've been a faithful reader. Forgive me if I've missed it, but I can't recall the following topic ever being covered.

Almost every time I take my big, slow, cruising-equipped boat out for a day of fun on the Bay, sooner or later I seem to find myself in the path of a fleet of racers that are hell-bent on going somewhere as fast as possible. I try my best to stay out of their way, reasoning that they put a lot of money and time into their version of the sport and would no doubt like to enjoy it. Nonetheless, I usually have no earthly idea where they are going. And even when I can spot what looks like it might be the next mark, I don't know who's going to tack in which direction.

A race can cover a lot of the Bay and it often seems as though there are a dozen races going on at once, so sometimes I find myself smack in the midst of the fleet. My question is, what should I do in such cases? In the past, I've felt that the best option for all concerned is to stay my course and speed and let them figure out the way around me. Sometimes I get through all right, but sometimes I've had skippers extremely upset with me. But it's not as though the race course were closed off or that I can easily or quickly clear the area, and furthermore, I think I have as much right to use the Bay my way as they do. So should I keep on as I have or what?

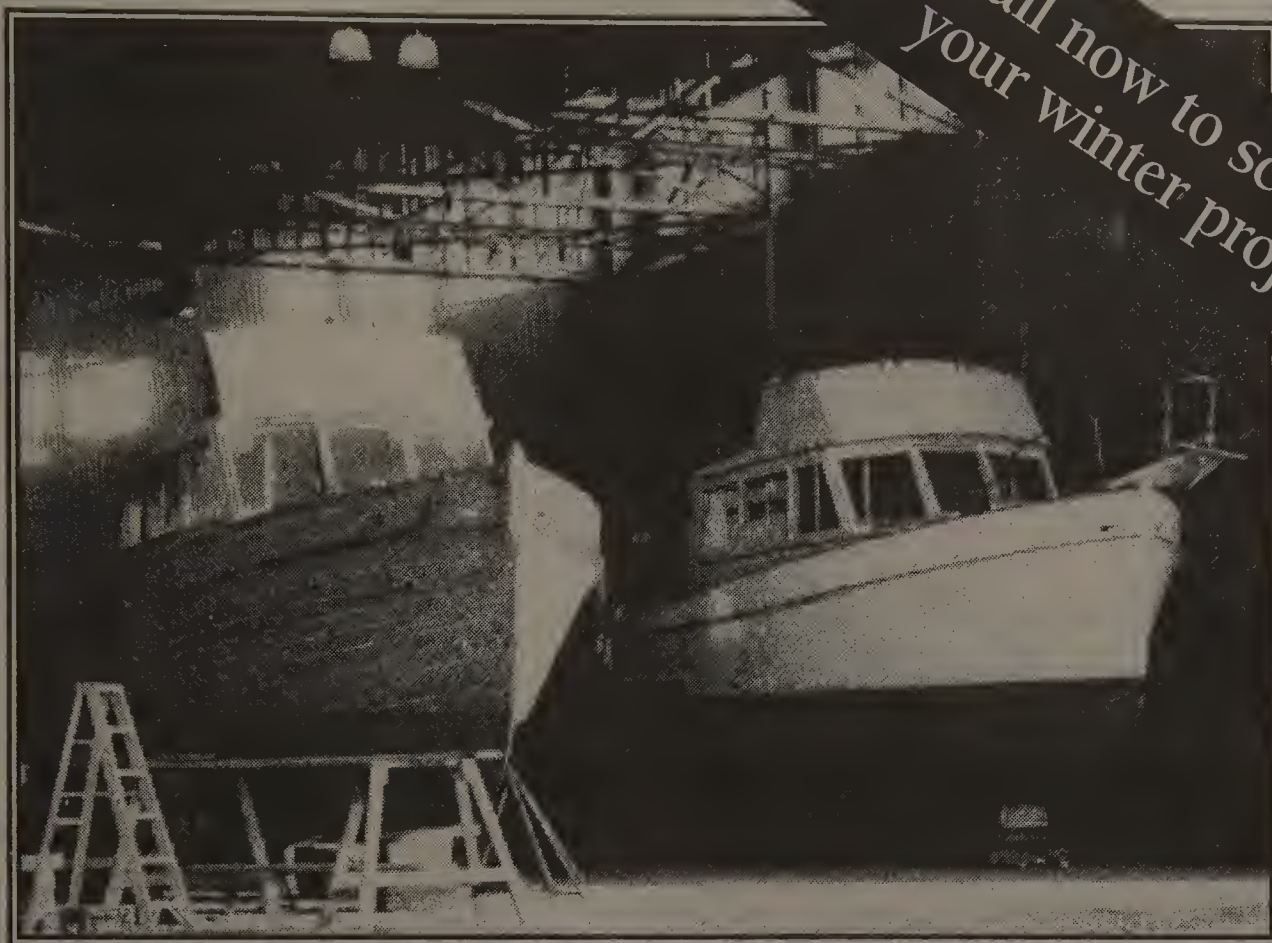
Vin Sumerlin
Steel Breeze
Berkeley Marina

Vin — We sympathize with you for many reasons: 1) At times certain parts of the Bay do get crowded with racing boats; 2) You do have an equal right to enjoy the Bay; 3) You're nice enough to try to give way to racers; 4) It can be difficult to know exactly where a racing fleet is headed; and 5) It can be even more difficult to know where an individual boat is headed because often times they'll use non-racing boats as obstacles to tack or jibe away from.

Having said all that, we think the important things to remember are: 1) Try to avoid such situations before you get into them; 2) Follow the Rules of the Road; and 3) Assuming you have right of way, maintain a steady speed and course so you're a 'constant' for racers to avoid.

If you do all of the above and still get yelled at, remember that racing gets some novices so worked up they behave rudely and stupidly. About 15 years ago, for example, an injured friend had the Wanderer drive his boat in the Master Mariner's Regatta. Before long he got so excited that he was hollering at nearby non-

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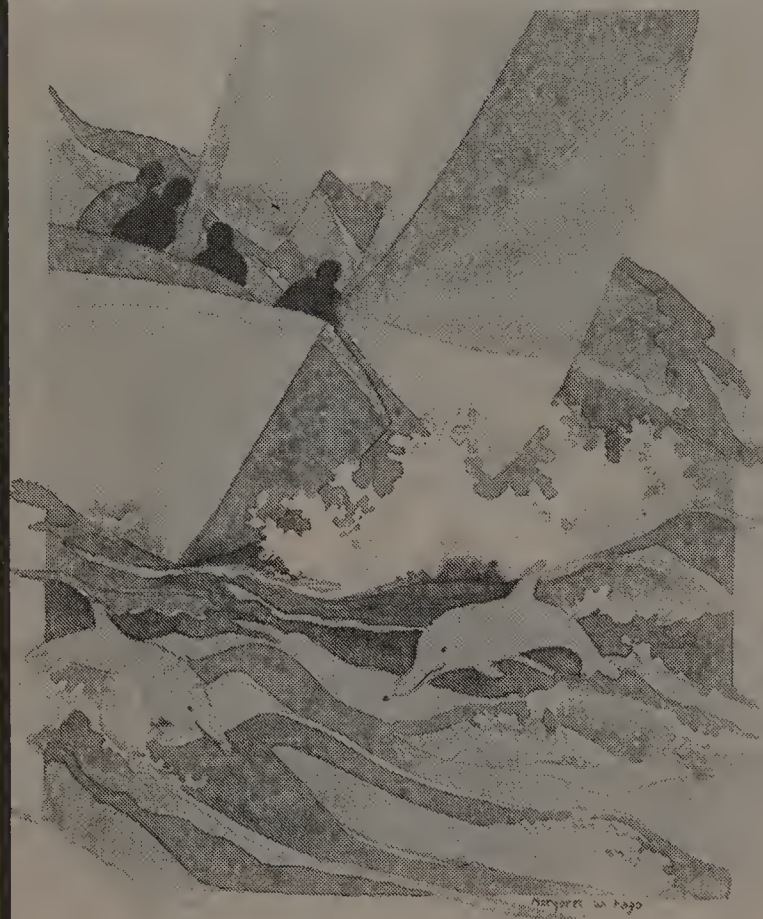
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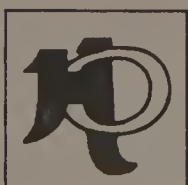
Painting by Margaret Fago originally done for the Coastal Cup '96.

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LETTERS

racing boats to get out of the way. When one of the women crew quietly mentioned, "I've never seen this side of you," the Wanderer suddenly realized he'd become a complete asshole. He's tried to do better since.

As for folks racing, it's in their best interest to let non-racers know of their intentions rather than, for example, sailing to within a boat length and then throwing in a sudden tack without warning. As we've said before, if all of us demonstrate just a little courtesy, there is plenty of room on the Bay for everyone, including racers, cruisers, kayakers, powerboaters, fishermen, sailboarders, swimmers, surfers and everyone else.

↑↑MORE ON THE OFFSHORE 27

I'm writing in regard to a *Latitude* reader's request for sail and spar plans for the Cheoy Lee Offshore 27 — which was also known as the Newell Cadet.

From the Cheoy Lee Yard number the owner provided, I can tell that he probably has a 'Mark II' Offshore 27. Sail and spar plans for these boats, which are reasonably accurate and provide a good point of departure for any sparmaker or sailmaker, are available for a fee of \$20 each from Cheoy Lee in Hong Kong. They are useful documents for understanding the architect's intent. Contact Jonathan Cannon at Cheoy Lee at the following email address: cheoylee@hkstar.com. The Cheoy Lee people are very pleasant to work with.

Also of interest to any Cheoy Lee owner is an active enthusiasts' website: <http://www.geocities.com/TheTropics/Cabana/8124/>. This site has a biography of Taylor Newell, the naval architect who designed the Offshore 27 (hence the name Newell Cadet), written by one of his daughters. Of all his designs, Newell had a Cadet built for himself. He specified an aluminum mast, an option at the time, for his boat. So aluminum masts in no sense represent a corruption of the design. As I understand it, the aluminum masts were about a foot taller for the same ballast. The lighter aluminum spar permitted the greater rig height.

I am restoring one of these boats, and find them to be very pleasant coastal cruisers.

Robert Chave
San Pedro

Robert — Great information, thanks for sharing it with us.

↑↑WE LAUGHED AND DANCED AROUND THE LIVING ROOM

Thanks for again running the photograph of me for having been the first winner of the Iron (Wo)Man Challenge several years ago. I opened the September issue, headed toward the *Racing Sheet* — usually my first stop — but instead the magazine fell open to page 197. Imagine that! Well, my 18-month old daughter had been fighting me for possession of the magazine — 'boat' was one of her first words! — and I got her to agree that we would look at the boats together. And there my picture was! We both laughed and danced around the living room together. It was a pretty cool scene.

It's really funny, because earlier today my mind had flashed to the Iron Man Challenge. I have no idea why, and as I'm taking care of my two babies now.

Let it be known that I plan on reprising my role as Iron Woman. Maybe next year, when my life frees up a little, or maybe in a couple of years when I can take Shea with me. I don't think she would forgive me if I left her out. But ultimately, I'll need to make this something more than the equivalent of some middle-aged man's tales of glory from his high school football years. And why not — it's really a great, if-tiring, way to spend the long weekend. I hope there were other people who thought so, too, this year.

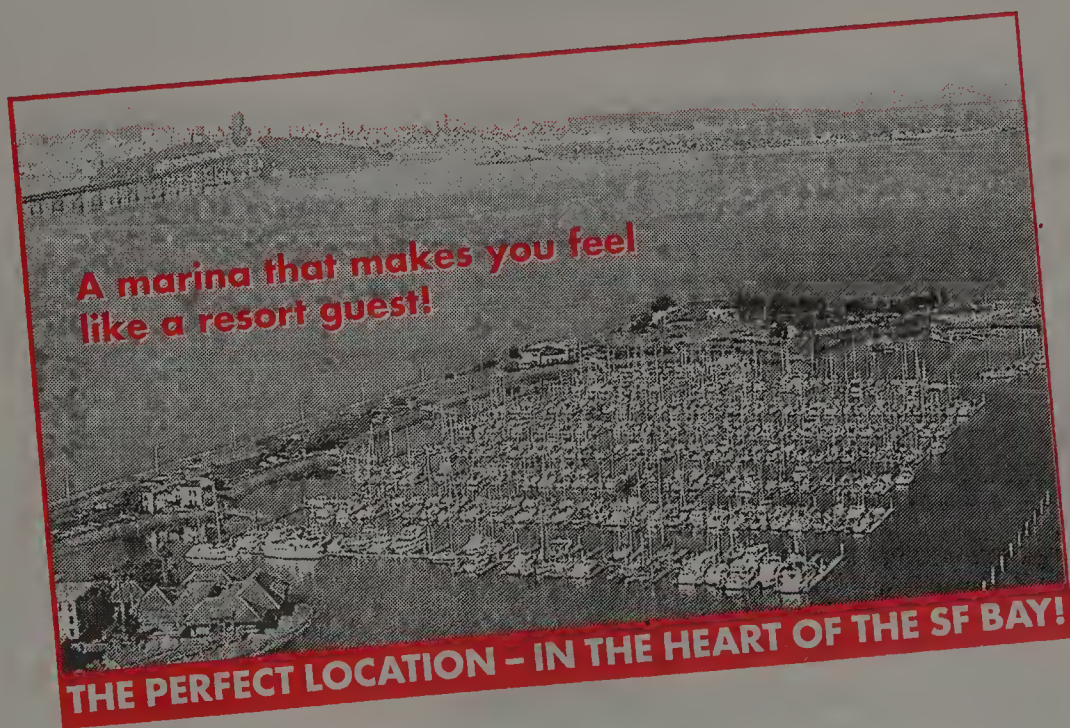
The year I did it, the sailing and the people were great. When

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the 'prize' came, I got to share a page in the *Racing Sheet* with world class sailors!

In other news, I'm now also the proud parent of a cute little guy named Morgan. It's a little soon to say if he's going to be into boats as much as his sister, much less his parents, but it's likely. I'll spare you the long story, but he's already an Iron Baby and awfully cute, too.

Justine Schmidt
Oakland

Justine — We're glad to hear you're doing well and want you to be the first to know we're starting an Iron Baby category for kids under five.

↑↓YOU CAN TRUST MEXICANS — BUT NOT AMERICANS

After two years south of the border, I just completed trucking my boat back to the States with the help of the folks at Marina San Carlos. They all did a great job, including Jesus the coordinator, the guys in the yard, and Francisco the driver. They made it happen when they said they would, for the price they quoted, and without a scratch. Jeff even managed a bottom job on short notice a few days before the boat was loaded.

The Mexican and U.S. inspections both went quickly and smoothly.

The problem was, I discovered, that *you can't trust Americans!* Between Marco Crane and an unnamed San Diego trucking company, they managed to 1) Lose track of my boat, 2) Scratch up the mast and hull, and 3) Track grease all over the deck. I'd assumed that once the truck crossed the border that I no longer needed to supervise it and could take off to San Diego. Mistake. My advice is to stay with your boat through the entire process until she's safely back home in her slip.

Finally, Driscoll Boat Yard in San Diego was the most friendly and efficient boatyard I've ever done business with. They made the stressful task of unloading the boat and putting her back in the water much easier.

In my opinion, if you're headed to Mexico, expect to encounter less B.S. than you've become accustomed to in the States.

Ric Cuthbertson
Esprit II
San Diego

↑↓THE IMPORTANCE OF MONTHLY EXAMS

We sold our house, retired from our jobs, moved aboard our boat — and then I discovered a lump in my breast. I didn't go to the doctor for two months because I thought it might be a fibrous cyst — which I've had before. But when it still didn't go away, I did visit my doctor. I had my yearly mammogram, went to the aspiration clinic for a biopsy, and found out I had cancer. I've since had a partial mastectomy, and am now going through four sessions of chemotherapy done every three weeks, to be followed by five straight weeks of radiation therapy.

Mike and I were talking about how scary it would have been if we'd been in Mexico like we had planned, and just decided to have the lump checked out later. That would have given the cancer time to have travelled either through my lymph nodes or chest lining to my liver, at which point fighting the cancer would have been that much harder.

I know there are cancer clinics in Tijuana and Ensenada, but perhaps some of the cruisers could educate us on where others are located.

Nonetheless, ladies, use my experience as yet another example of the importance of monthly self-exams and yearly mammograms. It could mean the difference of postponing your trip to Mexico by a year — or maybe not going at all.

For all you cruisers in or on your way to Mexico, we'll see

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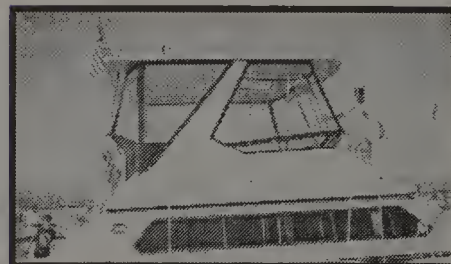
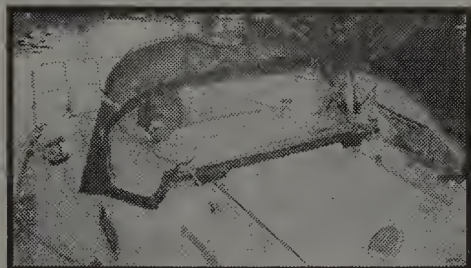
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LETTERS

you next year! We've trailered, sailed and chartered a boat out of La Paz for a week. Those beautiful anchorages with peaceful mornings and gorgeous sunsets really hook you!!

Christy & Mike Halvorsen
Sea Goose, 50-ft ferrocement cutter
Sacramento

Christy — Periodic exams for cancer are excellent advice, as catching such problems early can often mean the difference between life and death.

The good thing about Mexico is that there are plenty of excellent and inexpensive clinics in all big cities. Just because somebody is in Mexico doesn't mean they can't avail themselves of regular high quality checkups.

All of us wish you a speedy recovery — and a great time cruising Mexico next year.

THE INDOMITABLE JEAN GAU

Dr. Andrew Urbanczyk, the author and renowned singlehander from Half Moon Bay, asked the following question in the August issue: How many *Latitude* readers have ever heard of Jean Gau?

Me, for one.

For 30 years Jean Gau and Atom, his Tahiti ketch, helped shape the unlimited sailing dreams for this — as it turned out — armchair singlehander. I read, nay, studied Gau's book on his singlehanded passages from France to the United States. When he got here, he lived aboard in New York City harbor, and worked as a chef to replenish his boat's larder.

For me, Gau was no less an inspiration than Joshua Slocum — whose book about the first solo voyage around the world graces the shelves of all true lovers of the sea. In the end, I may not have experienced any great sea adventures — although I got as far as owning the Tahiti Ketch *Bali Hai* and sloshing around the Bay and Delta in her in '77-'78. But as I approach age 70, I have no regrets for latching onto the visions of such men as Jean Gau. The dream of following in their wakes has helped me through many of life's knockdowns.

And, what the hell, puttering around Northern California lakes and the Delta in my little 12-foot, self-built Norwegian pram ain't all that bad. I still get on the water.

Thank you, Dr. Urbanczyk, for calling to memory the wonderful tales of Atom and her indomitable skipper, Jean Gau.

Jack Mackey
Chico

WOW IS RIGHT

I repeated your "Wow!" of page 62 of the September issue quite a few times just now. What memories were stirred by C.A. Rutherford's letter, which started about drinking bottled salt-water and ended up with the super sad ending of Dr. and Mrs. Kinsell. I used to live across the street from the Kinsells in Berkeley, and crewed for them for many years.

Dr. Larry Kinsell was a physician and research scientist who was instrumental in discovering the relationship between cholesterol and heart disease. His care kept my grandmother alive and well for at least 20 years. What terrible thing shortened his life by many years is a mystery that will probably never be solved. If any of your readers could put me in contact with their daughters, Judy and Laura, I would be in their debt.

To brighter things: Does anybody know if *Windwagon* is still sailing the Bay — or elsewhere? When I knew her, she was a ketch-rigged motorsailer — although she may have later been converted to a full-powered auxiliary. I have photos of her in a locker back in the States and will try to pull them out next year. *Windwagon* was massively built and had a long raised deck

MARIAH'S EYES PHOTOGRAPHY



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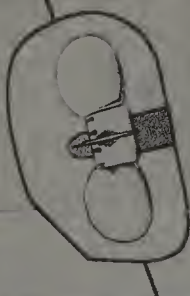
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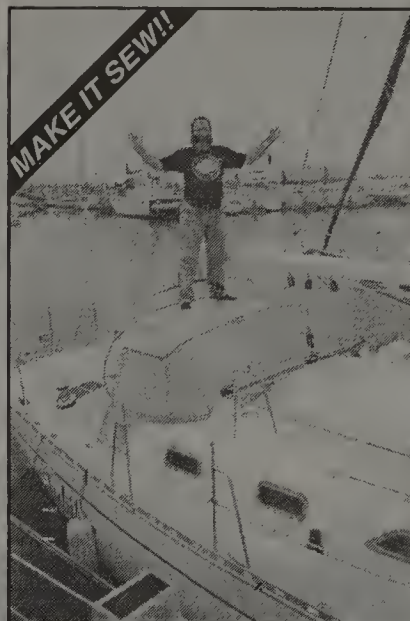
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LETTERS

forward that gave her a real 'shippy' feel.

During Easter vacation in '49, my grandfather drove me up to Vallejo to meet *Windwagon*, which was waiting at anchor in the river. As soon as Dr. Kinsell picked me up off the old rickety pier and I could get the anchor up with the stout 'misery stick' windlass, we set off for a week in the Delta. Other than a few tug boats and the odd local fishing boat passing by, we had the whole place to ourselves. The days were sunny and warm, I remember, but the nights and mornings were almost frosty as it was still early in the year. But what a thrill it was to row over to the levee before breakfast and watch the sun come up across the fields and mist-shrouded sloughs. The idyllic passages through the Delta changed to a real bashing on the way home to Berkeley in the steep chop of the Carquinez Strait and San Pablo Bay.

The Kinsells sold *Windwagon* a few years later and bought about a 35-foot sloop, which was followed by one of the first — if not the first — *Bounty II* sloops built in Sausalito. Does anybody know if *Bounty* is still around?

Anybody alive today who spent time on the floats at the Berkeley Yacht Basin back in the '40s and '50s will probably remember Dr. Kinsell, his family and his boats. I sure do.

While we're in Pacific Beach for the summer, our *Vagabond 47* is still down in Valdivia, Chile, waiting for us to return. After we go back to Coliumo (Tome) for awhile, we'll wake *Murielle* from her long winter's nap. Once we do, maybe we'll head back down the Patagonian Channels, or go into the charter biz — or even sell her to somebody hankering for a faraway destination. One thing is for sure: as long as we can write a sentence that isn't too fractured, we'll be writing about sailing in Chile.

P.S. Doctor Kinsell had a number of other semi-permanent crew members, mostly young doctors, but some others as well. Of course, all of these folks are much older now, but perhaps some still like to read *Latitude* and will help me find out how to contact his daughters.

Knick Pyles
Murielle, Casilla 49
Tome, Chile
hkpyles@hotmail.com

MEGA FINE OR MEGA UNSEAWORTHY?

I own a 1979 C&C Mega 30 that is located in Texas. She's a one-design racer/cruiser with a 2,500 pound retractable keel. I'm planning on sailing her to the Bahamas, but am concerned about the boat's seaworthiness. I haven't heard anything about the Mega 30 one-design races and have never seen a boat with this type of keel.

Peter Wilcox
Planet Earth

Peter — You'll find lifting keels on everything from Melges 24s to 100-foot sailboats. A lifting keel would be a great thing to have in the shallow waters of the Bahamas. While Mega 30s weren't designed to round Cape Horn, if yours is in good condition and you exercise good seamanship, you shouldn't have any reason for undue concern.

HAILING PORTS AND TAXES

You've probably covered this before, but we've got a question about homeports. We're currently living aboard in the Eureka area, but plan to take off cruising next year. Mexico is our current destination, but we may continue on to Panama, the Caribbean and the East Coast, or might even turn right to the South Pacific. As we do not plan on returning to California, we'll be looking for our next homeport as we go. Our question? Can we just show 'U.S.A.' or 'Planet Earth' as our homeport for now?

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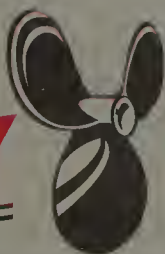
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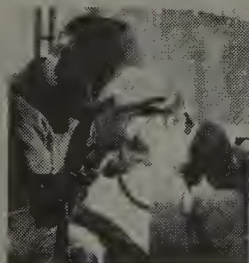
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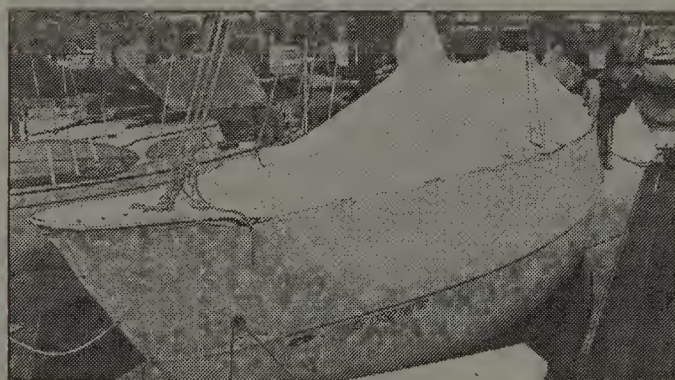
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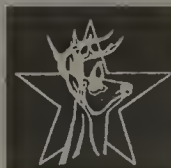
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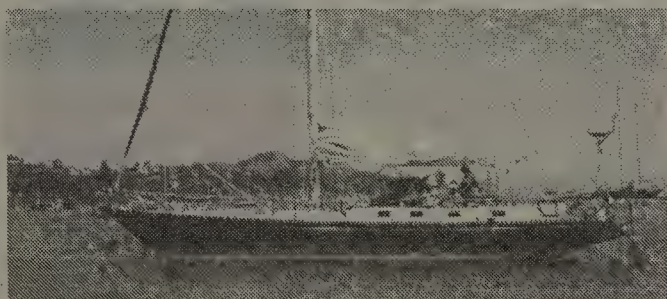
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LETTERS

In the same vein, we're thinking about having the boat documented. The good guys at the Coast Guard say we the owners can designate a hailing port to appear on the transom, but it must include the state, territory or possession in which the vessel is expected to be located. And the state, territory or possession must be in the United States. But if we don't have a permanent home in the United States, what are we to do? The boat will be out of the U.S.A. for a good part of her life — and ours.

Second question: With California being such a tax-happy state, are we liable for county personal property tax if we use a mail forwarding service based in California?

Ellen & Duane Dunphy
Eureka

Ellen & Duane — Taxes first. The various tax assessors interpret the personal property tax law differently when it comes to boats. Contact your county assessor and get his/her policy in writing. If that county's policy is not to your advantage, move your boat to another county or establish legal residency in a state, such as Oregon, where there is no personal property tax.

If you want 'U.S.A.' or 'Planet Earth' on your transom, it's no problem, as long as the boat is registered in a state like California that doesn't care about stuff like that. If you want to document your boat, however, you must live by the Coast Guard's rules about the homeport being displayed on the transom in block letters no less than four inches tall. You also have to abide by their rules for choosing a homeport.

It makes no difference if you have no permanent home in the United States. Many U.S. documented boats have never been in U.S. waters and never will be.

Is there any reason to have your boat documented as opposed to registered with the state? If you have a mortgage on your boat, many lending institutions will require it. In addition, some county assessors use a boat's state registration as at least a partial reason for assessing personal property tax. When it comes to checking into foreign countries, our experience is that it doesn't make a bit of difference.

Registering your boat with the state of California costs \$10 every two years. Documenting your boat with the Coast Guard can be done by a service for about \$250, or you can do it for free. Annual renewals are also free.

For reasons we can't remember, the first couple of years we had Big O, she was both documented and registered with the state of California.

↑↓FOR YEARS

I just went completely through your web pages and wanted to take a moment to compliment your efforts. Your magazine has informed and entertained me for years, and I look forward to continued development of this site.

P.S. I like the following quote: "The wrong thing is the right thing until you lose control." So says Jimmy Buffett.

Jimmie Zinn
Jimmie@home.com

Jimmie — The way we look at it, we've just begun building our site. As time goes on, there'll be much more of the magazine online, as well as many extras.

↑↓FIASCO RECORDS

With regard to the Three Bridge Fiasco sailing records, back in '96 I recall asking Shama Kota if I held the monohull record. She didn't know, and couldn't find out because the Singlehanded Sailing Society doesn't seem to have all the results from past races. But the following are the race results from '96-'98:

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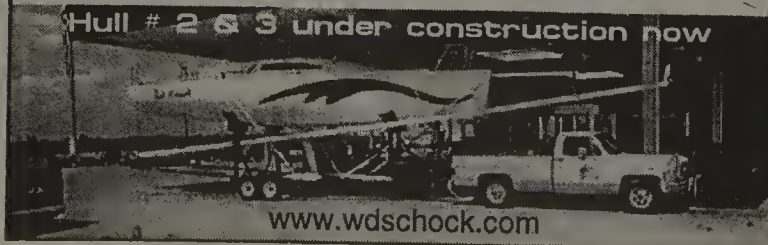
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LETTERS

1996, Fastest elapsed time: *Defiance*, SC 40, Steve Pringle and Roland Brun, 2:54:06. First in class, fourth in fleet.

1997, Fastest elapsed time: *Limelight*, J/105, Harry Blake, 2:56:18. First in class, seventh in fleet.

1998, Fastest elapsed time: *Owlslarah*, Antrim 27, Kame Richards, 4:33:27. First in class, first in fleet.

I don't have any earlier results, but I remember '94 and '95 as being much less windy than '96. So we'll take the record unless someone can point out a better time earlier than '96.

Meanwhile, *Rocket 88* set the multihull record in 1996 (not *Erin* in '97, as reported). Here's what the Fiasco race results say for multihulls:

1996, Fastest elapsed time: *Rocket 88*, Spruit 34, Serge Pond, 1:51:32. Third in class, third in fleet.

1997, *Erin*, Antrim 30+ trimaran, Dan Buhler, 2:16:16. Second in class, 25th in fleet.

1998: No multihulls finished.

I hope this helps! And thanks for the article and working on West Coast sailing records.

Steve Pringle
Oakland

↑↓ DESPERATE FOR AN ALUMINUM BOAT

Thanks for the great magazine.

I'm interested in acquiring an aluminum boat, but they're not so easy to find. So if the owner of *Grey Ghost*, which recently finished third overall in the West Marine Pacific Cup, or any other aluminum boat owners have any tips or leads, I'd sure appreciate it. I can be reached at (301) 864-1565, or at 5319 Taylor Road, Riverdale, Maryland, 20737.

Actually, I'm more than interested — I'm desperate to sail on my own aluminum boat.

John Defoe
Riverdale, MD

↑↓ BILL GRUNWALD

Last month the boating world lost a significant builder, Bill Grunwald of Aeolus Boats in Davenport. Bill built numerous traditional craft and opened the world of boating to a multitude of people. He built my first boat, a Grand Banks Dory, which I still own and which still gets comments about how beautiful she is.

But most of all, Bill was genuinely involved with boating. He recognized the interest someone had in getting on the water and opened himself as a friend and compatriot. I never asked to be involved in Bill's life, but was invited in.

It would be a fitting memorial if we followed his lead by inviting someone in our life, especially the young, to go boating. There is so much to be gained. Thank you, Bill.

Charlie & Susan Schafer
Monterey

↑↓ WAY BACK IN THE '60S

I grew up in the San Mateo/Foster City area waaaay back in the late '60s. One of my more fond memories from the time was that whenever we'd leave Foster City by way of Third Avenue — along the Bayshore, past the dump — we'd note the progress of a backyard ferrocement project we dubbed 'Noah's Ark'. I remember watching the builder's progress over the years — from wooden framework, to watching the cement go on — from the backseat of mom's car while cruising along at 35-40 mph!

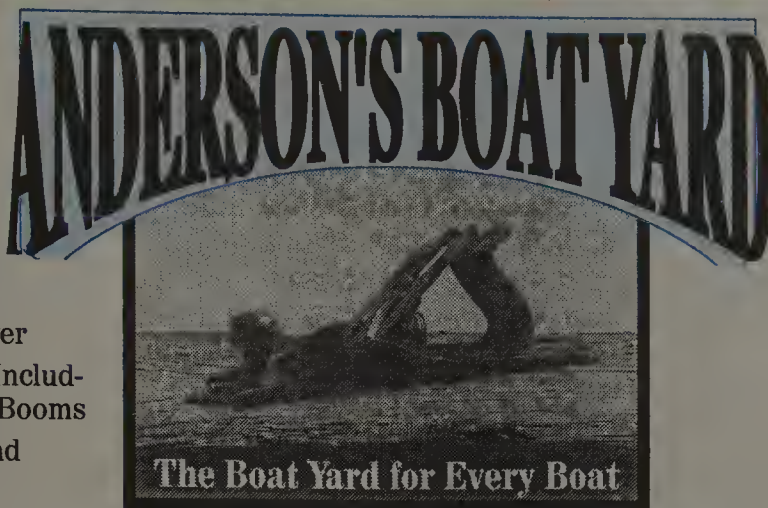
It was a big deal the day he brought a crane in to flip the hull over. As I recall, it even made the local papers.

Years went by, I grew up — or so they tell me — and progress seemed to slow on the backyard ark. Maybe 'Noah' was working on the interior. Then the freeway soundwall went up and I'd

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LETTERS

have to slow down as I drove past if I wanted to see the bowsprit peeking over the top of the wall.

Eventually I moved out of Foster City — onto a boat of my own, incidentally. Now when I return to Foster City by way of 3rd Avenue, I can see that 'Noah's Ark' is gone. I asked mom about it, but she can't remember exactly when it left; maybe a couple of years ago.

Does anybody know the boat I'm talking about? Does anybody know 'Noah'? And whatever became of the 'Ark' that I remember so fondly from my childhood? Did she ever fulfill her owner's dreams? Have I cruised past her on the Bay and never realized it?

P.S. — Love your excellent magazine! I read it at every opportunity and am so happy that you're online that I've even linked your page to mine!

Nancy Cowell
Solitaire and Tartan
South San Francisco

↑↓TREASURE ISLAND LOTTERY

I'm seeking information about a lottery for slips at Treasure Island/Clipper Cove. Somewhere I read that boat info submitted to a certain address by a certain date would be tossed in a hat for a lottery, winner to be decided. Does this ring a nautical bell with you? I couldn't find this in the September *Latitude* issue. . . so?

Dennis Cartwright
Mountain View

Dennis — That 'somewhere' was in September's *Classy Classifieds* under 'Berths'. The lottery-style drawing is still on for mid-October; call (415) 274-0382 for more information.

↑↓NCYSA IS COMPILING INFORMATION

The Northern California Youth Sailing Association (NCYSA) is currently compiling information on youth sailing programs, practice sessions and regattas in the Northern California area. We intend to publish an annual calendar/brochure that lists these opportunities in mid-to-late January.

Please direct any and all such information to the undersigned at CarisaHarr@aol.com, or call me at (415) 563-6363. The deadline for inclusion is November 15. Also, if anyone out there wants to help with the layout and design of the project, that would be great.

Carisa Harris
StFYC/NCYSA

↑↓THE YEAR OF APOLOGIES

It has been brought to our attention that the overall standings for our Gracie & George Race were calculated incorrectly. Each division was calculated with its own scratch boat rather than a common scratch boat for the whole regatta. Thus the corrected times given in the official results cannot be compared for overall purposes without first correcting for the relationship of the division times to the lowest-rated boat in the regatta (*Surprise* at a PHRF rating of 6). After making the corrections, we came up with following top ten overall finishers: 1) *Uno*; 2) *Shazam!*; 3) *Motorcycle Irene*; 4) *Silkye*; 5) *Mirage*; 6) *Harp*; 7) *Dragonsong*; 8) *Jack's Back*; 9) *Chesapeake*; and 10) *Fast Company*.

This seems to be our year of apologies. We apologize for not catching the mistake sooner (like before the trophies were handed out), and also for not correcting the mistake sooner.

Margaret Fago, Race Chairman
Encinal YC, Alameda

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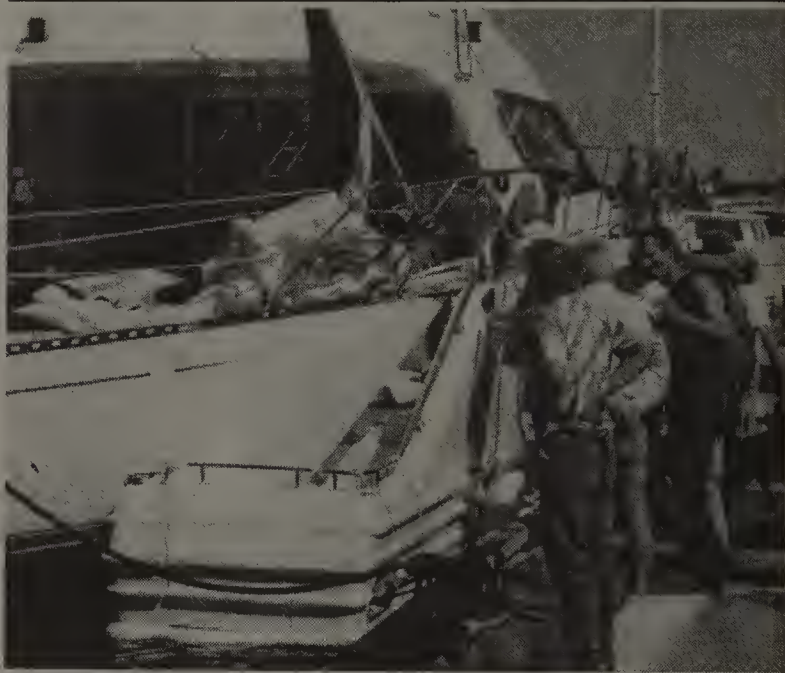
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LOOSE LIPS

Oops. . . sorry about that. . . terribly sorry. . .

The bad day you see unfolding in the photo below occurred at Schoonmaker Marina in mid-September. The unnamed sailor



JIM DRAKE

aboard the 45-ft unnamed sailboat plowed into Jack O'Neill's parked powercat *O'Neill Cat*. Jack, who was below asleep at the time, was not injured. He was not amused, either.

The story told to us was that the unnamed boat had not been out sailing for a long time. The unnamed sailor — apparently a very experienced fellow who probably should have known better — decided to take her for a quick spin around Richardson Bay. So there he was, short-tacking up the channel when, during a tack, there was some type of malfunction — due to sticky, unused gear — which prevented the tack from happening. Things turned ugly pretty quickly after that, with the result you see here. Witnesses estimate unnamed sailor was doing about 8 knots when he hit *O'Neill Cat*.

Amazingly, the sailboat appeared to have escaped the encounter with little more than superficial damage. Not so the big cat, which dockside pundits estimate sustained damage in the five-figure range.

We've all found ourselves in situations so embarrassing that we'll go to any lengths to avoid a repeat performance. We'll bet unnamed sailor will never venture out of a slip again without first checking that all the winches, stoppers, travelers and other sail controls work the way they're supposed to.

And you know what? Neither should you.

A second opinion.

Last month we received a peevish letter from Rick Ermshar of Hawaii, in which he basically thrashed the Kenwood Cup media center. His litany of complaints were so at odds with what we and other members of the mainstream sailing press had experienced that we tossed it in the trash, figuring that would be the end of it. We were therefore amazed to see the same letter surface verbatim in *Santana*, a Southern California sailing magazine in which Ermshar claims to have had an interest. We were amazed not just because we believe the letter was so unjustified, but because it later came to our attention that the Kenwood Cup/Royal Hawaiian Ocean Racing officials had not been given the opportunity to respond to the attack.

Ermshar, a former Marina del Rey yacht broker with a 'history' with the Department of Boating and Waterways, was natu-

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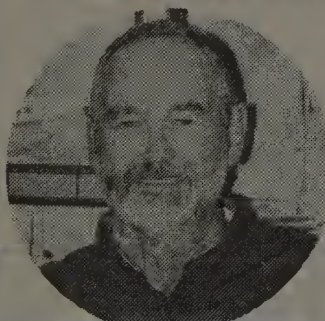
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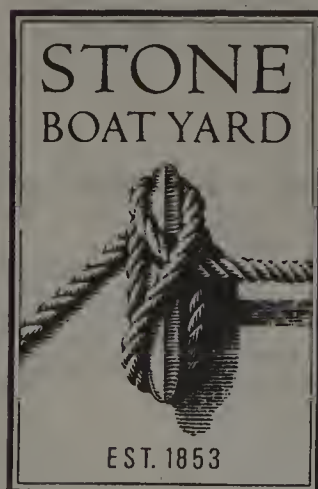
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LOOSE LIPS

rally entitled to write whatever he felt about the Kenwood Cup regatta — although frankly we found his two-page article to be superficial and overly negative. But what we and others can't understand is what prompted his whiny diatribe against the media center.

For the record, we had the exact opposite experience with the media center and with Malcolm and Susan McKeag. In our opinion and that of our colleagues, the media center was run in a first class and highly professional manner. The press releases and results, for example, were thorough and timely. The press boats were excellent and — unlike the Admiral's Cup, the America's Cup, and other major events — were free. The 200 press — and pseudo press — people were given lots of free goodies, including sea bags and a cool briefcase, as well an inexhaustible supply of coffee, cold beer, and sodas in the air-conditioned splendor of a beautiful seventh floor suite overlooking the marina. Those who were recognized as members of the 'legitimate press' received even more perks, and the McKeags and their staff bent over backwards to accommodate us in a cheerful and helpful manner.

The bottom line is this: we've covered regattas all over the world for more than two decades now, and can honestly say that the Kenwood Cup media center is the best run one we've ever seen. Nice job, folks, and thanks for all your help. As for Ermshar's not being allowed into the award's banquet for failing to meet the dress code, we weren't there, and therefore have no comment.

Excuse us, but is there a point to this?

From outward appearances, Reid Stowe sounds like a fairly normal character. But sometime next spring, the 46-year-old North Carolina native plans to slip the lines of *Anne*, his 70-ft schooner, from Pier 63 on Manhattan's West Side and go sailing. His destination: the middle of the ocean — actually, the middle of several oceans — where he plans to sail around in circles, out of sight of land much less stopping at any, for 1,000 days. He'll be back sometime in 2003.

What surprised us even more is that Stowe is aiming to break a record that actually exists. From 1986 to 1988, Australian Jon Sanders circled the globe three times in 657 days without ever touching land.

Stowe plans on taking a cat, and, according to an article in *Outside* magazine, a girlfriend. Our money says the girlfriend will come to her senses and bail at the last minute.

Stranger than fiction.

Politics makes strange bedfellows — and we're not just talking about President Clinton and Ms. Lewinsky. Democratic Representative Patrick Kennedy of Rhode Island, nephew of President John "Ask Not What Your Country Can Do For You" Kennedy, has introduced H.R. 3536, which would give a 20% tax credit to purchasers of recreational boats built in America that are over 50 feet in length. In other words, buy a 50-footer that costs \$1 million, and you'd get a \$200,000 tax credit. And no, we didn't make this up. The liberal Democrat explained that the "Boat Building Investment Act" would be a boon to thousands of working families in Rhode Island, where many manufacturers of large boats are based.

This would be a big about-face from the infamous luxury tax on boats that was implemented starting in 1991. The Rhode Island Marine Trades Association not only helped get that law repealed, but shortly thereafter got Rhode Island to repeal the state personal property tax on boats and eliminate sales and use tax on boats.

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SIGHTINGS

adams madams

Great news! For the first time in the 74-year history of the event, our Area G women — (l to r, below) skipper Stephanie Wondolleck, trimmer Karina Vogen and foredeck Vicki Sodaro — have captured the prestigious US Women's Sailing Championship, aka the Adams Cup. This year's competition was held on Fern Ridge Reservoir in Eugene, Oregon, on August 25-29. 'Equalized' Santana 20s were provided as the race weapons for the nine-race, round-robin competition. Eugene YC was the host club, Rolex was the sponsor, and the local 'Tuna 20 fleet donated their boats, which were outfitted with new Banks Sails.

Our Area G trio, representing the San Francisco YC, headed up to Oregon admittedly feeling a little uneasy about the coming week. "We're

continued on outside column of next sightings page

tragedy

A heartbreaking story whose resolution you may have already heard or read about in the mainstream press was in progress as this issue went to press. This is how it was relayed to us by Coast Guard Group San Francisco, who were in the process of searching for Marjorie Zeilenga.

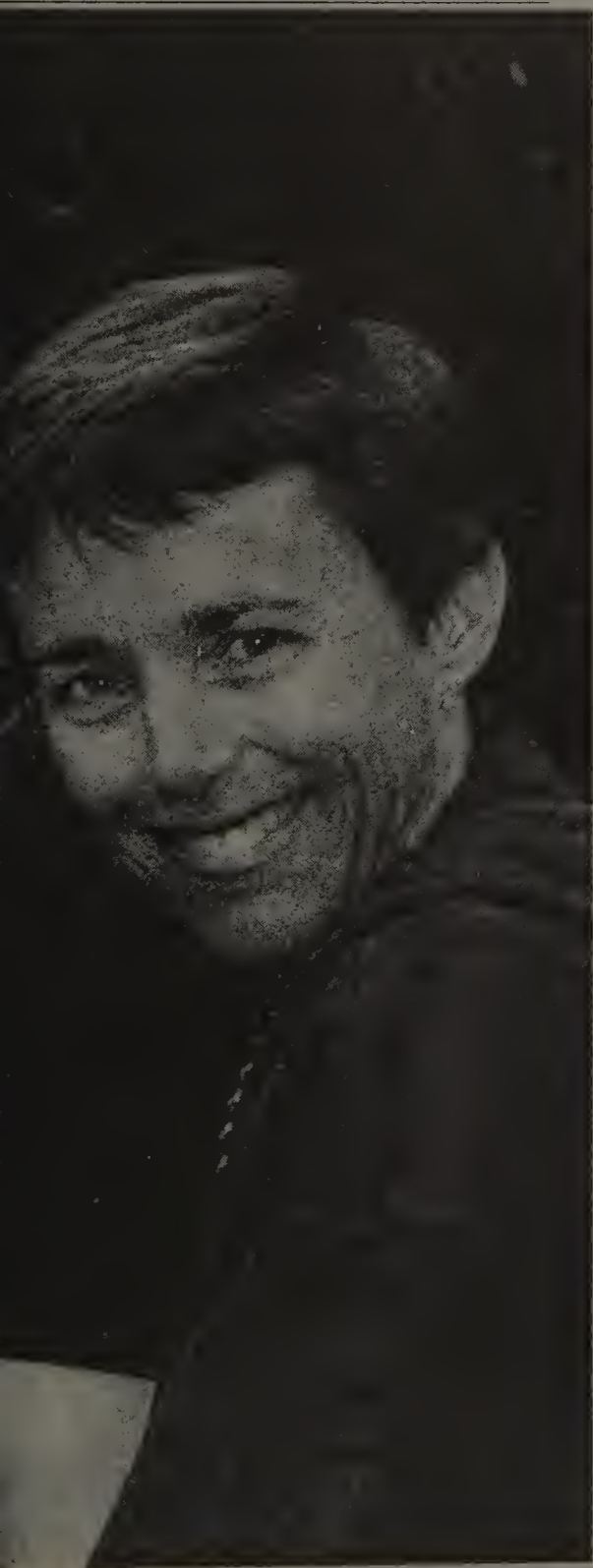
On Tuesday, September 22, at about 5:30 p.m, a fishing boat was flagged down



off pescadero

off Pescadero Point by a lone, injured man on *Cityscape*, which may be a Catalina 30. Jack Zeilenga, 62, said he and his wife Marjorie were sailing from San Francisco to Monterey on Sunday, when a wave either rolled the boat or knocked her down hard enough to damage the rig. Marjorie, who was wearing a lifejacket but was not harnessed in, was washed overboard. Jack, who was harnessed in, suffered possible broken ribs.

continued middle of next sightings page



LATITUDE/ROB

adams — cont'd

obviously not lake sailors, and other than three days of practice up at Folsom Lake, didn't know all that much about Santana 20s," explained Wondolleck, a San Rafael mother of two young children as well as a landscape architect. "Also, no one had challenged us for the right to sail in the regatta, so we weren't pushed that hard beforehand. But the three of us have sailed a lot together over the last four years and between us, we've done 25 Adams Cups — so we had a fairly good idea of what we were getting into."

The lake itself was nicer than expected — big enough for a permanent Olympic Circle, with an 8-15 knot breeze that only oscillated plus or minus 20 degrees. "Our goal was just to sail consistently and try to finish in the top four each time," said Stephanie. Their 4,4,3 finishes the first day landed them in fourth, with the Colorado team of Terry Schertz in the lead (perhaps because all three crewmembers own and race Santana 20s). But as the regatta went on, the G-Women picked up momentum, learning to take full advantage of the puffs and playing the shifts expertly.

The regatta eventually came down to the final day, with a must-win situation for our Area G heroines against Joni Palmer and her Annapolis team. Neither Palmer nor Wondolleck could mathematically finish the regatta worse than second, setting the stage for a match race to determine the championship. After waiting until 3 p.m. for the wind to fill in — "talk about nerve-wracking!" says Stephanie — the double windward/leeward/windward finale got underway. Shrugging off the pressure, our trio turned on the afterburners and won the race — and with it, the Adams Cup.

Wondolleck figured the victory was the sum of many things, especially great chemistry and crew work from Vicki (a Tiburon 'soccer mom' with three kids) and Karina (a prosthetist from Oakland). "Our experience in acclimatizing ourselves to new places and new boats really paid off," she said. "It's a great feeling to finally realize our dream of winning the Adams Cup after all these years. Thanks to all our friends and family for all the support, and to Susie Madrigali and Anne McCormack for giving me my start in the Adams Cup."

Next year's Adams Cup will be held in Milwaukee. But Stephanie, Karina and Vicki won't be there to defend their title. The group's focus in 1999 will be the Womens Rolex Championships, raced in Newport, Rhode Island on J/24s. Their more immediate focus is on the Women's One Design Challenge, which will be held on October 3-4 in Long Beach. The team rotates positions on a regular basis, so Karina will drive their Catalina 37 in that match.

The three amigas will be back for another go at the Adams Cup in 2000. But that regatta still seems like a long way off — and for this year, at least, the Adams Cup will be on display in San Francisco YC's trophy case. Congratulations to Stephanie, Karina and Vicki for a job well done!

1) Stephanie Wondolleck, San Rafael, CA, 21 points; 2) Joni Palmer, Annapolis, MD, 31; 3) Terry Schertz, Conifer, CO, 43; 4) Carol Buchan, Medina, WA, 43; 5) Charlie Arms, San Diego, 48; 6) Nancy Foote, Fairfield, CT, 49.5; 7) Judy Woellner, Tonke Bay, MN, 52; 8) Sally O'Rourke, Hilton Head, SC, 55; 9) Rachel Miller, Burlington, VT, 66. (9 boats)

lost and (much more easily) found

Crew overboard is one of the real nightmares of sailing, particularly offshore. But not only to those aboard the boat. The people who search for and treat victims can often be profoundly affected by the experience, as well.

Dr. Dan Schlager of Mill Valley knows what that end of it feels like. Though he doesn't sail much, the 39-year-old emergency room physician has treated victims of hypothermia and drowning. After his emergency medical residency at the University of Arizona, he also did time as a Life Flight physician, flying aboard search and rescue helicopters for the Stanford Medical Center.

continued on outside column of next sightings page

SIGHTINGS

lost and found — cont'd

"Time is of the essence in a lot of these cases," he says. "And we were often wasting a lot of time looking for them." So Schlager, who currently works the emergency rooms for Kaiser in San Rafael and Santa Rosa, started thinking about how to find people more quickly.

What he came up with may revolutionize several industries, including marine safety.

The application we were most interested in is a lifejacket with a built-in GPS. If the wearer falls overboard, he or she need only pull a little ripcord to activate the system. Back aboard the yacht or ship, the position of the person in the water will show up on the boat's GPS screen, allowing a quick return and retrieval.

Obviously, Schlager did not invent lifejackets or GPS. What he and his partner, William Baringer, an old Redwood High School buddy who is now a telecom expert in Berkeley, received a patent for was the hardware that allows the GPS to make 'outgoing calls.' Their fledgling company, Zoltar Satellite Alarm Systems, has also demonstrated applications using smoke alarms (that would tell the fire department where the fire was),

cellular phones (people lost or unable to talk could be located) and even a portable defibrillator, which could automatically call 911 with a location while emergency medical personnel worked on a patient. Zoltar's 'Self Locating Remote Monitoring System' recently won Best New Invention honors in the personal electronics category of Hammacher-Schlemmer's prestigious New York competition.

Outwardly, the 'locator lifejacket' looks pretty normal. In production versions, the little 'black box' at the collar will likely be smaller and tucked out of sight within the jacket. The system uses a production GPS chip (early trials used a Trimble unit; Zoltar is currently using Ashtech chips) attached to its own 'brain' and tiny antenna. Users would also need to install a small receiving unit onto the GPS at the boat end. Once activated, the useful range is currently about 200 yards.

When the lifejacket appears on the boat's GPS screen, it can be treated much like a waypoint — course and distance back to the swimmer are available at the push of a button.

With prices for GPS chips coming down almost weekly, Schlager figures the system would add only \$75 to \$100 to the price of a lifejacket.

The only bad news in all of this is that you can't zip down to West Marine and pick one up — yet, anyway. Schlager is currently talking to a number of different manufacturers of GPS and PFDs (personal flotation devices) who are interested in licensing the technology. "All the components are out there," he says. "So it's just a matter of one of the big manufacturers starting production. We're hoping the lifejackets will be available in 12 to 18 months."

wake-up call for cruisers

The very large 'Landing By Permit Only' sign on Isla Danzante in the Sea of Cortez took Keri Hendricks of San Jose by surprise. He'd been enjoying the "wonderful cruising life" aboard his Catalina 36 *Ramblin'* since leaving San Francisco in October of '97, spending much of that period in the cruiser's paradise of the Sea of Cortez. Hendricks had never seen a 'landing by permit only' sign on an island in the Sea before, and neither had any of the other cruisers he spoke with in the ensuing weeks.

continued on outside column of next sightings page

tragedy

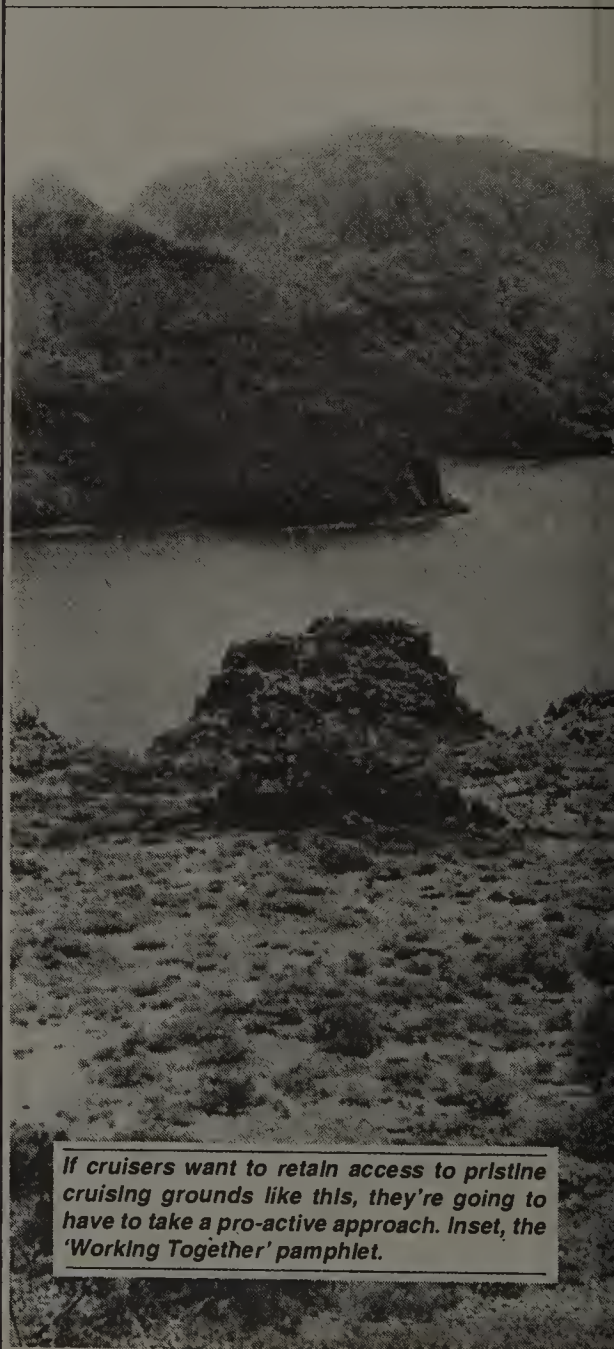
Damage to the rig included the boat's radio antenna, so Zeilenga was unable to call for help. He was also unable to start the boat's engine, and may have been without any electronics. There was also damage to the mainsail or boom that, possibly combined with his injuries, prevented Zeilenga from using the main. When found by the fishing boat, *Cityscape*

a ship to be

If this were a 'multimedia' publication, you could hear us clapping for a grand ol' gal who graced the Bay recently, the 108-ft schooner *Pride of Baltimore II*. She arrived beneath the Golden Gate last month with just about every shred of canvas fly-



Zoltar's 'smart' lifejacket can tell searchers where its wearer is.



If cruisers want to retain access to pristine cruising grounds like this, they're going to have to take a pro-active approach. Inset, the 'Working Together' pamphlet.

— cont'd

was sailing under jib only.

The fishing boat immediately radioed the Coast Guard and took Zeilenga aboard. He was later transferred to a Coast Guard motor lifeboat from Station Monterey. *Cityscape* was towed into Santa Cruz harbor.

At this writing, the search for Marjorie Zeilenga continued.

proud of

ing — a truly rare sight. It's a point of great frustration with us marine shutterbugs that virtually every time a fabulous historic schooner or square rigger arrives in the Bay, they do so inglori-

continued middle of next sightings page

wake-up call — cont'd

When Hendricks got to San Carlos, however, he came across a brochure entitled *Working Together in the Conservation of the Gulf of California Islands*. It was put out by Conservation International Mexico, A.C., with financial support from — how curious — the United States Fish & Wildlife Service and Sven-Olaf Lindblad's Special Expeditions. Two parts of the brochure sounded ominous for cruisers:

1) "Because of their ecological importance, the islands are protected as official Mexican Wildlife Refuges and access is allowed by permit only." Elsewhere they explain 'access' as even walking ashore.

2) "The biggest threat to these islands is human encroachment by small scale fishermen, tourists visiting without the assistance of environmentally-sensitive tour operators, and researchers and professional photographers. All are impacting the fragile ecosystems of these islands by leaving trash, extracting flora and fauna from the island and/or introducing non-native fauna."

Concerned about this development, *Latitude* called Ed Vegara at Marina Palmira in La Paz. Vegara was stunned, as signs reading 'Use the Islands, Don't Abuse Them', had recently been posted on the islands between La Paz and Agua Verde. Vegara immediately contacted

continued on outside column of next sightings page





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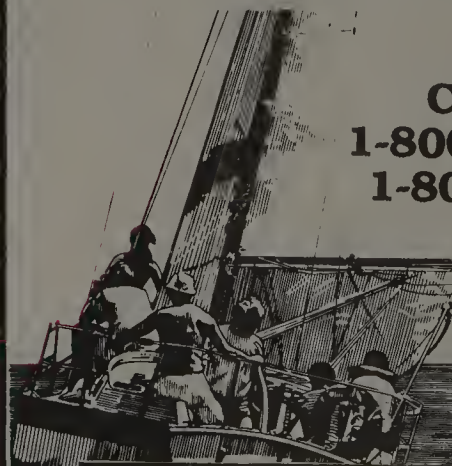
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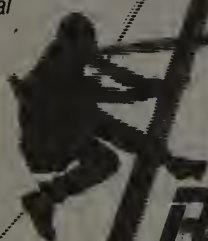
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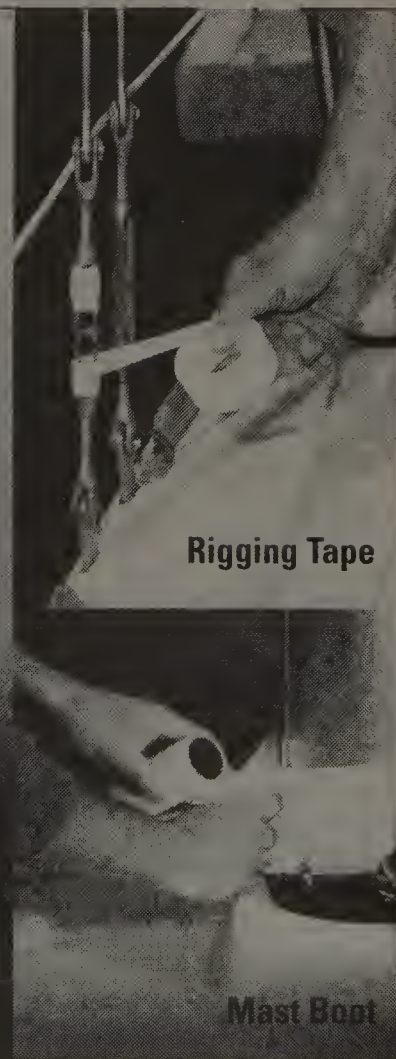
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SIGHTINGS

wake-up call — cont'd

Gabriela Anaya, Director of La Reserva, the federal agency in charge of the resources in the Sea of Cortez. (To show you how Mexico has changed, Anaya was instantly contacted on her cell phone while attending a conference in Chiapas in Southern Mexico.)

Gabriela Anaya told Vegara, "It is not our intent to prevent individual cruisers from visiting the islands or to require them to get permits before going ashore." The signs had apparently been directed at commercial ventures that were bringing large groups of people to the islands for camping and snorkeling trips. Anaya and Vegara were going to meet the following week to make signs to reassure cruisers they may indeed land on the islands.

While it appears that everything is all right, we at *Latitude* suggest everyone cruising, or planning to cruise, in Mexico accept this as a wake-up call of sorts. The reality is that over the long haul, the only way we cruisers will continue to enjoy these fabulous islands is if we become leaders, not just grumbling compliers, in conservation efforts.

In order that everyone understand how serious the *Recursos Natu-*

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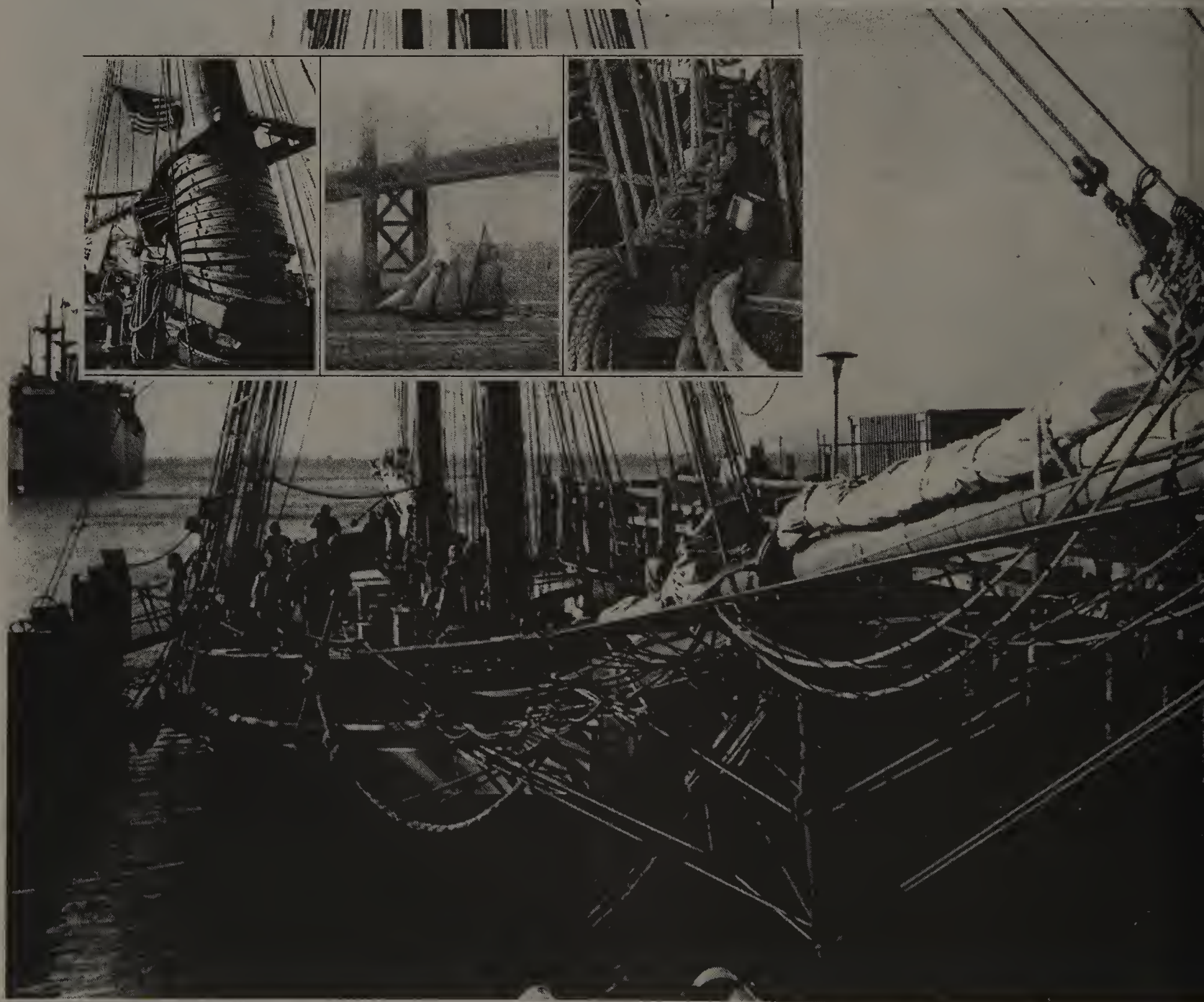
pride

ously, motorsailing with, atmost, a couple of jibs and staysails up.

The *Pride*, however, was definitely looking good, despite the fact that her arrival was shrouded in fog. "Hey, whenever possible, we arrive under full sail," said a female crewmember. "That's what we're all about!"

She and a dozen other crew members, as well as two paying passengers, were on the homeward leg of a yearlong cruise to the Orient. Before coasting down from Seattle, *Pride* completed a glorious 26-day passage across the North Pacific from Tokyo, where she saw only four days of bad weather and two days of extremely light winds.

Built as a replica of a 19th century



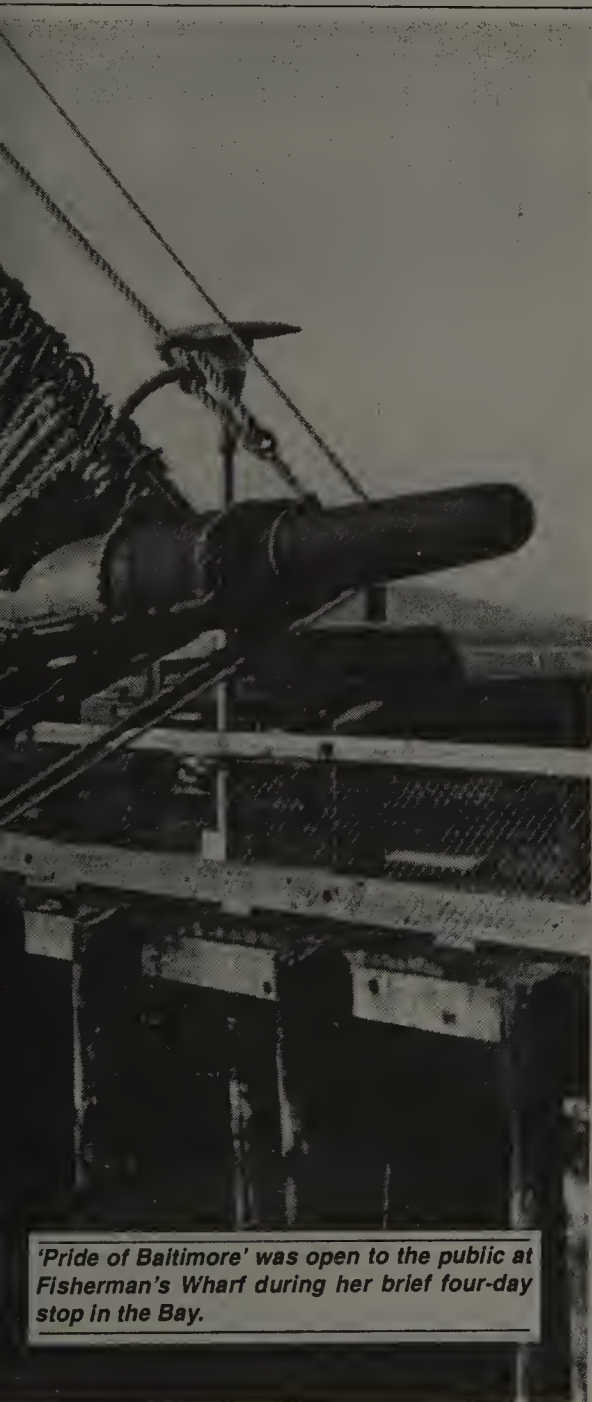
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Baltimore Clipper, the black-hulled top-sail schooner was commissioned in 1988 — in the aftermath of the tragic sinking of *Pride I* — as a goodwill ambassador for the State of Maryland.

Her Pacific Rim itinerary took her on a four-month spin through the orient, where she made port calls in China, Taiwan, South Korea and Japan. While serving to strengthen economic ties between Maryland and the our Far East neighbors, the journey was also a historic reenactment of sorts.

"Pride of Baltimore" was originally the nickname of a famous Baltimore clipper named *Chasseur* that earned great renown during the War of 1812 after cap-

continued middle of next sightings page



'Pride of Baltimore' was open to the public at Fisherman's Wharf during her brief four-day stop in the Bay.

LATITUDE/ANDY

wake-up call — cont'd

rales y Pesca is about conservation in the Sea of Cortez Islands, we've paraphrased their 11 recommendations:

1) Check shoes, cuffs, provisions and equipment for rats, mice, insects and seeds from other islands so as not to introduce new species to an island.

2) Don't bring dogs or cats to the islands.

3) Don't remove plants, flowers, shells or rocks.

4) Remember that animals on the islands are not used to humans.

5) Don't go near sea bird and sea lion colonies, keeping a minimum distance of 150 feet. Stay 300 meters from pelicans when they nest in April and May.

6) Don't cut cacti and shrubs, and don't gather firewood, which is home for some species.

7) Don't make new walking paths, remove stones or dig holes.

8) This is an interesting one: "Go to the bathroom in the water and carefully burn your toilet paper — or use smooth stones . . . be creative." Trust us, you've never lived until you've used smooth stones as a substitute for toilet paper.

9) Don't camp on the islands unless you're familiar with low impact techniques.

10) Don't throw or leave garbage on the islands. Bring back any garbage you find.

11) To camp or even land for any activity on the islands in the Sea of Cortez, you're required to get a permit from the Instituto Nacional de Ecologia, Direccion de Aprovechamiento Ecologocio at Ave. Revolucion #1425, Tlacopac, San Angel, Mexico D.F. C.P. 01049.

To protect the future interests of cruisers, we think it's incumbent upon groups and organizations such as the Club Cruceros de La Paz and various other yacht clubs, the Marina Owners Association, and other businesses that rely on income from cruisers, to work with government conservation agencies to come up with a 'Cruiser Conservation Code' that would clearly state the responsibilities of all cruisers. We at *Latitude* would be glad to get cards, stickers and signs printed up and distributed so the code could be widely publicized. After all, taking the lead in conservation efforts is in our best interest — in more ways than one.

the crab drags

As mentioned in the last issue, we're of the opinion that the Crab Drags — an annual good-time summer event in the Sea of Cortez in which crustaceans are caught, dressed up or otherwise decorated, and raced on 'tracks' — be transformed into something pro-conservation.

Tim Tunks, aka Padre Timo and a longtime 'Mex-pert' from the Islander 37 *Scallawag*, took exception to our editorializing against future Crab Drags. In a telephone message, Tunks admonished *Latitude* as follows: "Let me be the first to tell you that you don't know what you're talking about. The *policia* were out at the island with us, and they said to continue."

While Tunks is a good friend of ours, it's our opinion that he's missing the point. First off, the approval of the *policia* means about as much as the approval of the IRS. Second, and far more important, while only an insignificant number of crabs might be hurt or killed in the Crab Drags, the potential damage to the image of all cruisers is tremendous. The last thing anyone needs is for a group of organized cruisers to be seen having fun while mocking and abusing wildlife in a wildlife preserve! Suddenly, all cruisers — often seen as indolent rich folks anyway — become easy targets for any conservation or environmentalist group looking for a scapegoat in order to boost fundraising.

We're not trying to be killjoys, and we're fully aware that the Puerto Escondido-based cruisers have done such a great job of cleaning up that there's hardly any garbage left. Nonetheless, we feel the Crab Drags can be just as much fun — and far more beneficial to everyone and the environment — if nature were celebrated rather than desecrated.

That's *Latitude's* opinion. We'd love to hear what you think.

SIGHTINGS

keg party! — the return of ken-ichi

Regular readers will know the name Ken-ichi Horie. But likely not as well as the general public in his native Japan. There, he is a national hero on the order of a Sir Edmund Hillary in New Zealand or an Eric Tabarly in France. We can't think of a comparable personality in this country.

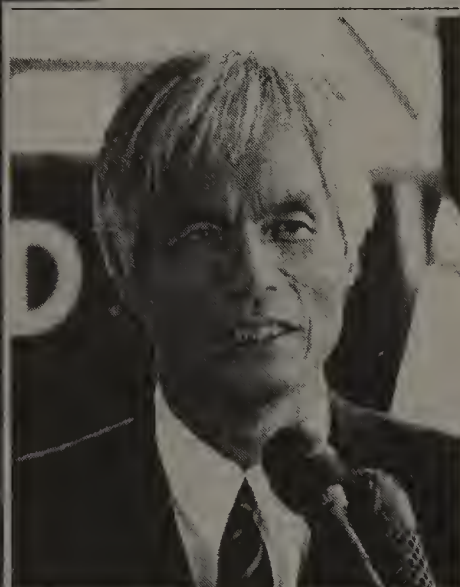
Back in 1962, at age 23, Horie became the first Japanese to sail solo from his homeland to San Francisco. His little 19-ft plywood sloop *Mermaid* is still on display at the San Francisco Maritime Museum. In later years, he started doing 'stunt' Pacific crossings, usually from here to there, and always to draw attention to the environment in some way.

continued on outside column of next sightings page

pride — cont'd

turing 17 enemy ships. Shortly after the war, she made a historic trading voyage to China, returning with exotic goods such as porcelain and silks. *Pride II*'s current trip was meant in part to memorialize that journey.

While *Pride* is underway, Maryland school children follow her progress via frequent log entries on the ship's Website. For more information on *Pride of Baltimore*, call (410) 539-1151.



Above, Ken-ichi Horie. Spread, construction of 'Malt's Mermaid II'. Above right, the completed boat on sea trials.



ken-ichi — cont'd

For example, in 1989, he sailed a 9-ft, lightbulb-shaped *Mermaid* across the Pacific. In 1994, it was a pedal boat — a frail-looking craft with a bicycle frame inside hooked to a propeller shaft. In 1996, Horie successfully guided a solar-powered boat made of aluminum from recycled beer cans from Ecuador to Tokyo. (The Ecuadorian government was so inspired, they named a cape and small island in the Galapagos after him and the boat.) The intrepid voyager has also completed a nonstop circumnavigation, and the first longitudinal 'round the world' voyage — a circumnavigation of the north and south American continents.

As Madonna and Michael Jackson know all too well, it's not easy to keep re-inventing yourself. But Horie, now 60, manages. He returns to San Francisco this spring for another Pacific crossing in perhaps the most outrageous craft yet. *Malt's Mermaid II* is a 33-foot, five-ton catamaran whose hulls are made entirely out of — are you ready for this? — beer kegs. It took 528 of the stainless steel containers welded end to end to complete the project. Other features of the boat: 17 1/2-foot beam, 5-ton displacement, twin junk-rigged masts, electric power generated solely by wind generators — and unlimited tankage. (Sorry, we couldn't resist.)

Horie's insistence on using kegs presented quite a challenge to both designer and builder. Ken-

nosuke Hayashi, one of the chief designers of Japan's *Nippon Challenge* boats in the last two America's Cups, finally came up with the idea of a catamaran and of stepping the two masts on the hulls rather than on centerline. Suzuki Shipyard, Ltd., which built the boat, had to first construct a full-scale wooden model to make sure the idea would work. The most serious difficulties encountered in the actual construction were the tapering of the bows. The solution — as any Texas redneck could have told them early on — was simple: use smaller kegs.

Carrying the theme of recycling throughout the construction, the rest of the boat — sails, trampoline and cabin sides — are made of material made from recycled soda pop bottles. Even the non-recycled parts, such as the plywood deck, are coated with "a resin coating of recycled material" according to press releases.

Malt's Mermaid II — which you're correct in guessing is primarily sponsored by a brewery, Suntory, Ltd. — was launched on June 4, and has been undergoing sea trials since mid-July. She has reportedly performed beyond expectations in her sea trials off Japan. Other sponsors of the project include Nippon Telegraph and Telephone, Tokai University, the Sea Training Institute, and the San Francisco and Hawaii Yacht Clubs.

The boat will arrive in the Bay Area on the deck of a freighter next spring. After a short local shakedown, Horie will depart for Japan on "the 20th Century's Last Solo Voyage Across the Pacific" in April. Unlike his previous voyages, he will stop briefly in Hawaii this time.

As with past trips, Horie will communicate with schoolchildren in Japan and America via a satellite phone and computer link. In his own (translated) words, he "wishes to give courage, hope and dreams to the children who will be responsible for the affairs of the Earth in the coming 21st Century."

It's probably wishful thinking, but if Suntory — makers of Malt's beer, Suntory whiskey and a number of non-alcoholic products — played their cards right, this is one project that might even catch the interest of middle America.

We look forward to bringing you regular updates on Ken-ichi's latest project. And we can't wait to see this boat!



SIGHTINGS

karl myers lost at sea

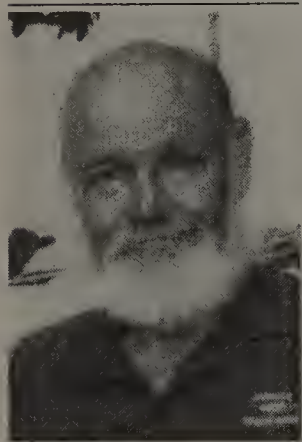
The West Coast lost one of its best-known personalities last month. On September 13, during a delivery from Hawaii to Seattle, Karl Myers was lost overboard. The incident occurred 700 miles west of Eureka in

35-knot winds and 25-ft seas. Karl was on mid watch aboard the Force 50 *Noon Moon* when a wave slammed into the boat. It jarred skipper Robbie Buck and crewman Benji Debraur awake. When they went to check on Karl, he was gone. He was reportedly wearing foulies, but no harness or lifejacket.

Having no long range radio aboard, the remaining crew set off *Noon Moon's* EPIRB. That brought a C-130 into the area, which relayed news of the situation ashore. *Noon Moon*, the airplane and a diverted freighter searched until sunset, but found no trace of Myers in the heavy seas. Karl was 62.

Patty Deacon of the Hawaii YC, recalls Myers first arrived in Hawaii during the 1967 TransPac. He soon became a fixture around the Hawaii YC, and over the years became known as one of the best delivery skippers on the West Coast. "Karl probably delivered hundreds of boats over the years for every TransPac, every Kenwood Cup — everything," recalls Deacon. "We always used to joke that if you ever got lost between Hawaii and the mainland, just follow Karl's wake."

Myers was a member of Hawaii YC and Seal Beach YC. Memorial services were held at both clubs last month.



Karl Myers.

30 knots on the bay?!

Those of you who pick up this issue upon distribution on October 1, and who are in the vicinity of San Francisco Bay, will have a rare opportunity to see the world's fastest offshore sailboat — the 86-foot catamaran *Explorer* — in action. She's scheduled to be roaring around the Bay in the afternoons of October 1-5. The occasion is the launch of Cam Lewis' Team Adventure/USA project in The Race.

The Maine-based Lewis — who was crew aboard *Explorer* when she won the Jules Verne Trophy for becoming the first boat, power or sail, to make it around the world in less than 80 days — will be taking members of his founders group and other potential supporters on demo sails. Among those helping Lewis will be Skip Novak, one of America's most experienced offshore racers, who was aboard *Explorer* with owner Bruno Peyron last year when she destroyed the all-time TransPac record, and was co-skipper with Peyron two months ago when they beat *Lakota's* Japan to San Francisco record.

The Race, currently sponsored by the French Government, Disneyland Paris, and Volvo International, will be the first around the world sailboat sprint with no restrictions on the type or size boat. Probably all of the six to 10 entries will be multihulls of approximately 120 feet in length — totally dwarfing all previous racing boats. The Race will start from France on December 31, 2000, and the first boat should complete the circumnavigation in about 60 days. There will be no stops and no outside assistance permitted, but there will be extensive live television and Internet coverage from onboard all the entries.

To date there are eight declared entries, and three skippers — Pete Goss of England, Laurent Bourgnon of France, and Steve Fossett of the United States — already have boats under construction. The boat closest to completion is Steve Fossett's rumored 110-foot catamaran that's being built to a Gino Morelli design in New Zealand. Because Fossett, who had been smashing records for years with his trimaran *Lakota* and catamaran *Stars 'n Stripes*, hasn't formally entered The Race, Lewis's will be the first official American entry.

Lewis is being sponsored by Team Adventure USA, a for-profit arm of Adventure Learning Network, a non-profit education foundation.

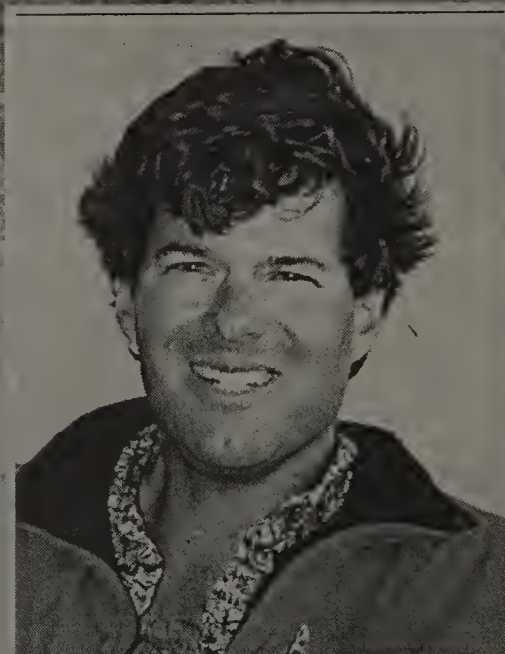
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the dewitt

"I've been sailing El Toros all my life," says Bay Area sailor/boatbuilder/sailmaker/marine artist/renaissance man Jim DeWitt. "I always thought they sailed pretty good for rowboats."

DeWitt, who currently makes his living as a Point Richmond-based marine artist of considerable repute, has long had a 'better Toro' in the back of his mind, but he knew the cost of producing it in fiberglass would be prohibitive. Then, about three years ago at a boat show in Newport, Rhode Island, he saw a kayak that had been roto-molded.

"I didn't even know what roto-molding was," notes Jim. When he got back home, he asked around. And the seed of the idea sprouted into reality. The DeWitt Dinghy



Above, Cam Lewis. Spread, horsepower unlimited — 'Explorer' during her historic Jules Verne nonstop run around the world.

dinghy

was born.

Roto-molding, for the rest of us, involves pouring polyethylene plastic into a big mold, which then rotates — hence the name — on both axes (like a giant rotisserie where the pig's turning nose to tail at the same time it's turning side to side). That distributes a thin layer of plastic evenly over the inside of the mold. A second application of foam and more turning and baking adds about a quarter-inch of foam to the inner surface of the thin skin and gives the structure rigidity. The whole process — including cooldown — takes only about an hour — and you have a boat. No fiberglassing involved!

However, getting to that point involved

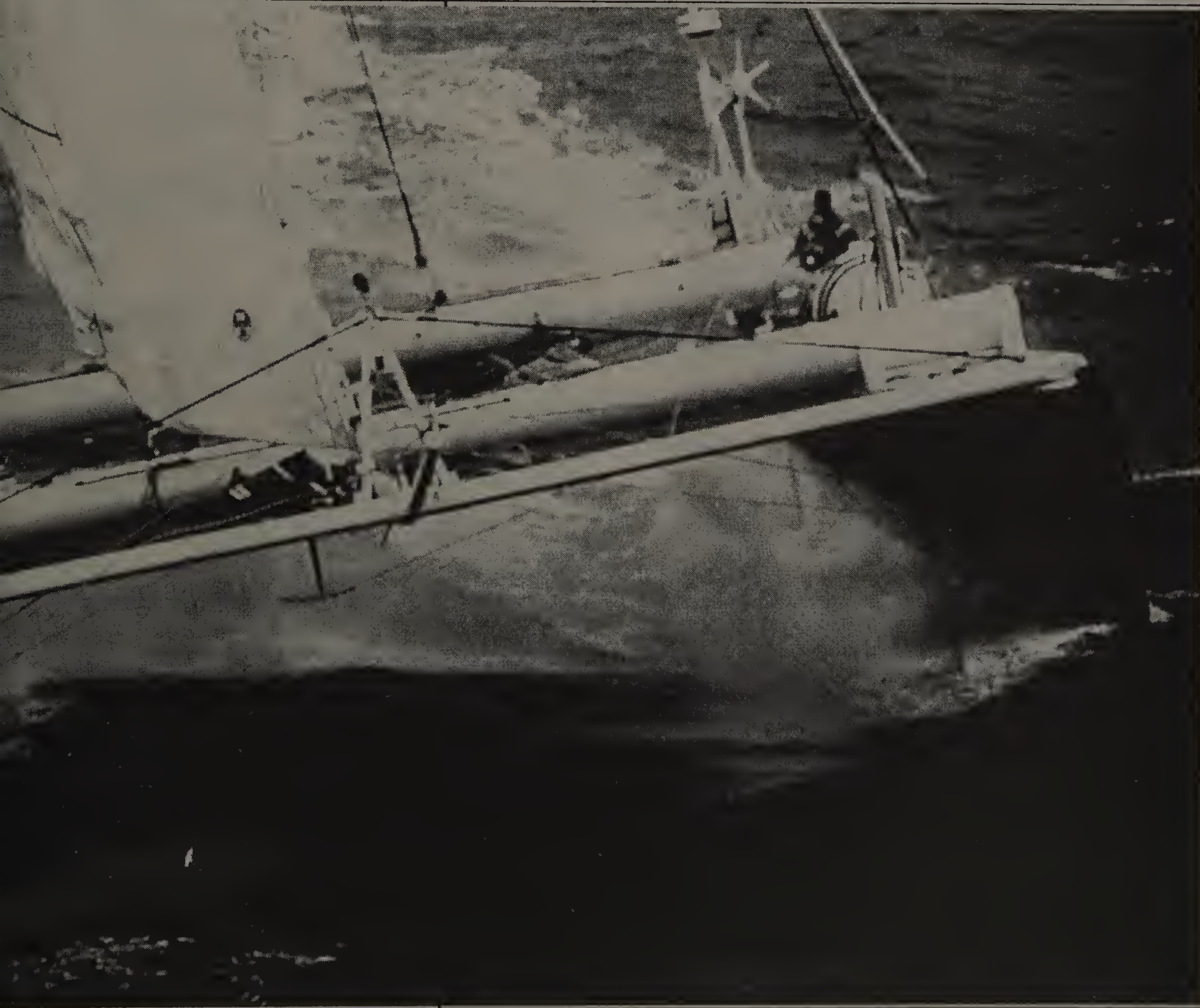
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30 knots? — cont'd

Lewis' entry will be a 120-foot catamaran designed and built by Gilles Ollier & Associates of France, who designed and built *Explorer*. Construction will begin in January and be completed just after the America's Cup in early 1999. She'll be built of carbon fiber with foam core, 50 feet wide with a 165-foot carbon mast. Unlike *Explorer*, which has no center pod, Lewis envisions "putting the cabin from Larry Ellison's Farr 80 *Sayanora* between the hulls". The crew will number 14 to 16.

Lewis forecasts a \$14 million budget for the program — including \$6 million for the boat, \$4 million to campaign her through 2001, and another \$2 to \$4 for education. Thanks primarily to Paul Klaassen of Annapolis, Lewis says he's already raised 25% of the money.

As you watch the monstrously huge *Explorer* dart around the Bay at incredible speeds, remember that entries in The Race will be about 25% larger and about 15% faster. Truly boats for the new millennium. It might impress you enough to attend Cam Lewis and Skip Novak's multimedia presentation on their *Explorer* exploits, to be held at 8 p.m. on October 5 at the Corinthian YC in Tiburon. It's \$10 at the door and reservations are requested. Call 415-435-4771 for more information.



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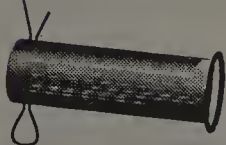
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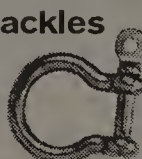
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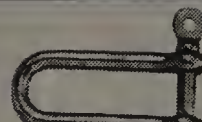
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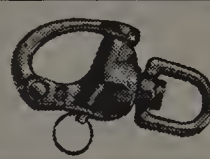
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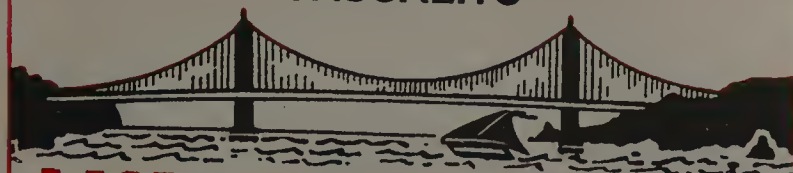
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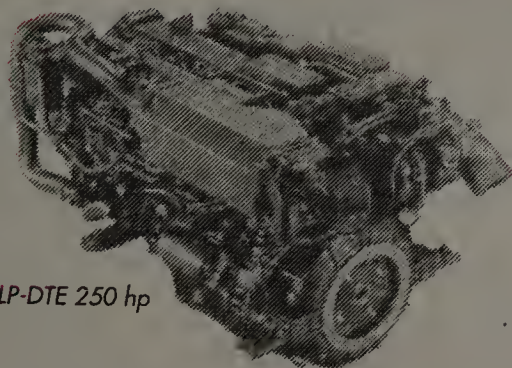
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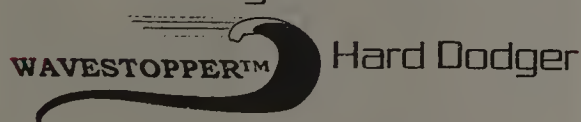
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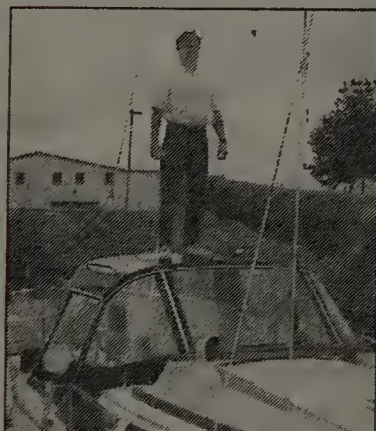
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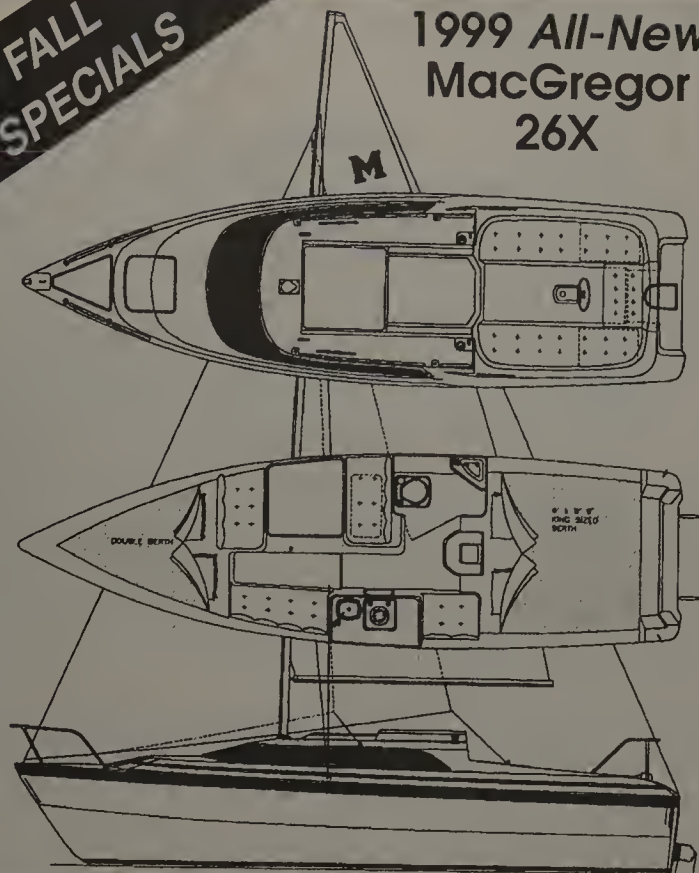
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coast watch returns

A couple of years ago, we ran what turned out to be a very popular *Sightings* feature. We called it *Coast Watch*, and it consisted of abbreviated reports of Coast Guard search and rescue activity, mostly along the coast of California. The reports, which originated at 11th District headquarters in Long Beach, went along fine for more than a year, giving what we felt was a valuable glimpse into Coast Guard activity above and beyond the irritating safety inspection business which is all most of us ever see. Then, for reasons we still don't fully understand, the reports got shorter, sketchier and then simply stopped coming. Probably something to do with reassignments, which have regularly bugged up our relationship with the Coasties. Just get to know someone and he or she gets reassigned to Anchorage or something.

Anyway, the good news is that *Coast Watch* appears to be back. In our ongoing excellent communication with the present regime on Coast Guard Island in Alameda, we mentioned how much we missed the *Coast Watch* series. Within days, the following reports appeared in our email. Here's some of what the Coast Guard was up to in late August and early September. . .

August 26 — An unlocated 406 EPIRB alert was received by SARSAT. The EPIRB was registered to a tug owned by Crowley Maritime Services. It was determined from a phone call to Crowley Maritime that the tug was in a shipyard in Florida and that the EPIRB had been accidentally activated. (Over 90% of all 406 EPIRB alerts received in Group San Francisco's AOR are false alarms resulting from improper use, handling or mounting of the EPIRB. Also, because of the registration feature on the 406s, the Coast Guard can settle the vast majority over the phone and avoid a SAR boat or helicopter launch.)

August 27 — Coast Guard Station Rio Vista received a call from Contra Costa County Sheriff's Department reporting two swimmers missing in Taylor Slough on the west side of Bethel Island. The two, both 40-year-old males, were attempting to swim across the slough to a houseboat on the other side. A girl on the houseboat thought she heard one of the swimmers call for help but attributed this to them "fooling around". The Sheriff was not called until 45 minutes later when the swimmers did not arrive. A search was conducted by Station Rio Vista's small boat, a Contra Costa Sheriff's helo, and divers. The bodies (deceased) of both men were located by Contra Costa County Sheriff's divers approximately 3 hours after they were reported missing.

August 29 — The Coast Guard received a Mayday call from the 42-ft cabin cruiser *Starlit*, which reported they were taking on water 8 nm SW of Bodega Head. The two persons on board abandoned the vessel into a liferaft and the vessel sank. The two were rescued by a Station Bodega Bay 44-ft motor lifeboat and transported to the station where they were treated and released by Bodega Fire EMS. The operator reported that the engines started to sputter, he lifted the deck plates to the engine room and observed water filling the bilges. Cause of flooding is unknown.

August 30 — While on routine patrol in the Oakland Estuary, Station San Francisco's rigid-hull inflatable boat (RHIB) observed a 19-ft runabout traveling at a high rate of speed with children on the bow. The boat's operator gave indications of being intoxicated and stated he had been drinking heavily since noon. The operator failed all field sobriety tests and had a BAC of .201. The operator was taken into custody by Oakland PD.

August 31 — Coast Guard Group San Francisco received a report from the 38-ft sailing vessel *Last Hurrah* of a possible heart attack approximately 55 nm west of the Golden Gate. Air Station San Francisco attempted two helo sorties for medevac of the patient, but both failed due to rough seas (6-8ft), low visibilities (less than 1/4 nm), and the high masts and rigging of the ketch-rigged sailboat. Coast Guard Station Golden Gate launched a 44-ft motor lifeboat and transferred the patient from *Last Hurrah* to the MLB. The patient was given oxygen and improved slightly, but still was in life-threatening danger. One last attempt to transfer the patient to a helicopter for medevac was aborted

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dewitt — cont'd

a huge amount of work compared to making a fiberglass boat. First, Jim made a plug out of one huge chunk of foam at Bill Kryslar's shop in Petaluma. (Bill's computerized milling machine helped out during the rough-in stage.) Then Jim faired it, glassed it, faired it, glassed it and so on until he got the flawless shape he was looking for.

The next phase was constructing a mold/pattern over the plug. This was a cover-the-whole-plug affair made of balsa core and glass. Once that was done, it was shipped off to be sand cast for the end product, a two-half (hull and interior) aluminum mold. Aluminum was necessary because of the high temperatures involved in curing the plastic.

DeWitt's new dinghy sports approximately the same dimensions as a Toro — 8.5 feet long, 4 feet wide — but sails like a completely different boat. Where the Toro "digs a hole and wants to fall down" in a breeze, the DD gets up — and planes! "One guy who's sailed it weighed 214 pounds and had it planing," says Jim. It's stable, too. "You can walk off the bow right onto the dock," Jim notes. And, also unlike a Toro, if DeWitt's self-bailing boat capsizes, it can be righted and sailed away immediately.

And we can't forget tough — roto-molding makes for a nearly indestructible boat. "You could throw one of these off a three-story building and it wouldn't hurt it," says Jim. "Try that with a Toro."

DeWitt has spent the last few months fine tuning the design, and getting input from friends who try the boat out. Most feel the boat has a great future as both family fun boat and one-design racing class. So does Jim. "If they've sold over 400,000 Optimist Dinghies, which aren't even as good as El Toros, I have high hopes for this boat." He's already planning a newsletter, website, "lots of fun and energy" — and, hopefully, lots of fleets.

The first 20 DeWitt Dinghies will go into production this month. Jim's working out the final numbers, but estimates a fully equipped, ready-to-sail boat will cost about \$2,000. Eventually, he'll offer rowing kits, outboard brackets and different colors. But for now, it's just the sailing version — "any color you want as long as it's yellow."

Sixty years ago, a bunch of guys sitting around the Richmond YC came up with the El Toro. It seems somehow fitting that the 'next generation' dinghy should come from the same area. We wish DeWitt the best of luck with his new class, and encourage readers to give it a look.

To find out more, call Jim at DeWitt Galleries, (510) 232-4291.



'Latitude's John Arndt — with daughters Hannah (left) and Sarah — tries out the new DeWitt Dinghy on a serene Estuary. The girls (and Dad) had a blast. Below, designer Jim DeWitt, who at 68 shows no signs of slowing down, on a plane off Richmond.



coast watch — cont'd

due to severe wind and sea conditions. The MLB brought the patient to Station Golden Gate for transfer to EMS. Emergency room staff at Marin General Hospital confirmed that the patient had suffered a heart attack. Credit one life saved to the Coast Guard.

September 5 — The Coast Guard received a report of a disabled 20-ft ski boat taking on water near the Petaluma River entrance. Station Carquinez launched a RHIB, but was unsuccessful in locating the distressed vessel. Coast Guard Air Station San Francisco launched a helo which located the ski boat and vectored the RHI to it. The RHI towed the ski boat to Black Point Marina. In this situation, use of flares or a VHF-FM radio (the ski boat had neither) would have helped the Coast Guard locate the distressed vessel much more quickly — thereby taking the 'search' out of 'search and rescue.'

September 6 — Coast Guard Station Golden Gate received a report of a red meteor flare in the vicinity of Ocean Beach. The Coast Guard responded with a 44-ft MLB, an auxiliary mobile radio unit, and a helicopter. While enroute, the MLB and the helo saw a second flare off Ocean Beach. Upon arriving on scene, the helo observed several bonfires on Ocean Beach. The Auxiliary mobile unit interviewed eyewitnesses who saw flares launched from the beach near a bonfire, and observed the people leave the area when the helo arrived. Active search was suspended pending further development. Fireworks on the beach are cause for many needless Coast Guard search efforts.

September 7 — The Coast Guard received a report of a hang glider that crashed into a cliff in the vicinity of Fort Funston. We responded with an auxiliary mobile unit and a helicopter to assist Daly City's police and fire units. The helicopter conducted a vertical cliff rescue (a hazardous hoist evolution where the helo's rescue swimmer is lowered to the cliff face and maneuvers around while still attached to the hoist cable), then transferred the victim to Stanford Medical Center.

— captain larry hall, uscg

attu — a family goes cruising

Like many young men in the '70s, Charlie Moore had the dream to sail to the South Pacific. But it wasn't until he met his wife Gayle that the Port Townsend-based sailor and businessman was able to build a house, a family and, eventually, set sail in a classic wooden schooner.

Moore, originally from Chicago, hit the road at an early age. He gravitated to the Bay Area, but was unable to make the 'suburban dream' come true. After an attempt to rent a houseboat in Sausalito fell through, he decided to hitchhike north to Alaska. For the next 12 years, he worked various jobs, including the Alaska pipeline, and built a house in Fairbanks that he referred to as "my boat."

"I told my friends that when I saved enough money, I was going to sell the house and buy a boat with the money," recalls Moore.

Charlie often escaped the long Alaskan winters by visiting a friend near Port Townsend, which had become the 'wooden boat capitol' of the Pacific Northwest. There he attended several boatbuilding schools and honed his skills. It wasn't long after, when Alaska's economy turned sour, that Charlie Moore decided to relocate to Port Townsend.

Predictably, Moore decided to try his hand at boatbuilding. Although the initial effort failed, it helped him to spin off into another business — specialty woods. In 1984, with partner Jim Ferris, he started Edensaw Woods Ltd. The very next year, halfway across the globe in Malaysia, Port Townsend-based sailor and adventurer Tom Bradley laid the keel of a 69-ft Chappelle-designed Pinky schooner. Nine years, one more owner and thousands of sea miles later, *Attu* would end up back in Port Townsend, right in Moore's backyard.

Meanwhile, back at the ranch, Charlie had met Gayle, an attractive Port Townsend local who, like himself, had already been through one marriage. Moore knew a good thing when he saw it and after a year together, they tied the knot. Soon after, Charlie and Gayle bought eight

continued on outside column of next sightings page

deadly

The weekend of September 12-13 was not a good one for folks recreating on the waters of Northern California. In separate incidents, nine people died in water-related accidents.

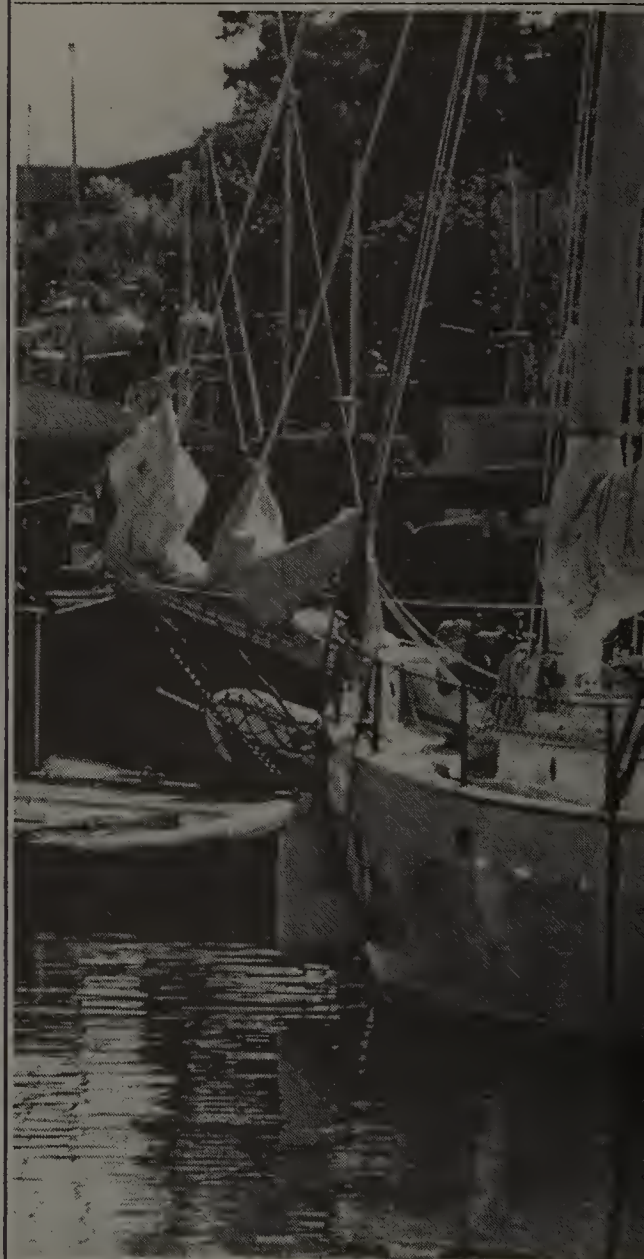
- Two Santa Cruz County fishermen perished when their 19-ft aluminum boat capsized in relatively quiet water off Alisomar State Beach in Pacific Grove.

- An 18-year-old Hayward man drowned in Anza Lake while swimming with friends.

- A 60-year-old man who was gathering mussels at Panther State Beach in Santa Cruz was swept off the rocks by surf. While his daughter called 911, his 24-year-old son jumped in the water to help his father. Both drowned.

- A 43-year-old man from Cool (in the Sierra foothills east of Sacramento) drowned while diving near Sea Ranch.

- A 43-year-old man who jumped off a fishing boat in the San Joaquin River to



weekend

cool off never came back up.

• Two men were killed in the high-speed crash of their 21-ft speedboat on Lake Sonoma. Witnesses said the boat, which was estimated to have been going between 60 and 90 miles an hour when the driver lost control, broke apart as it cartwheeled through the air.

There's not much we can comment on directly in these cases, since none of them involved sailboats. However, in attending a Coast Guard seminar on Search and Rescue techniques at the Sausalito YC the following Thursday, we were given insights into two of the cases that are worth passing on.

Lt. Alan Tubbs 'had the watch' that weekend, and coordinated all Coast Guard responses except those which occurred on the lakes. One of the aspects of the Coast Guard mission that he stressed at the seminar was "taking the 'search'

continued middle of next sightings page

attu — cont'd

acres outside Port Townsend and built a house. In the early '90s, they started to build a family as well. Through the entire process, Charlie still held onto the dream of cruising south someday, although he admits that life had started to become "very comfortable."

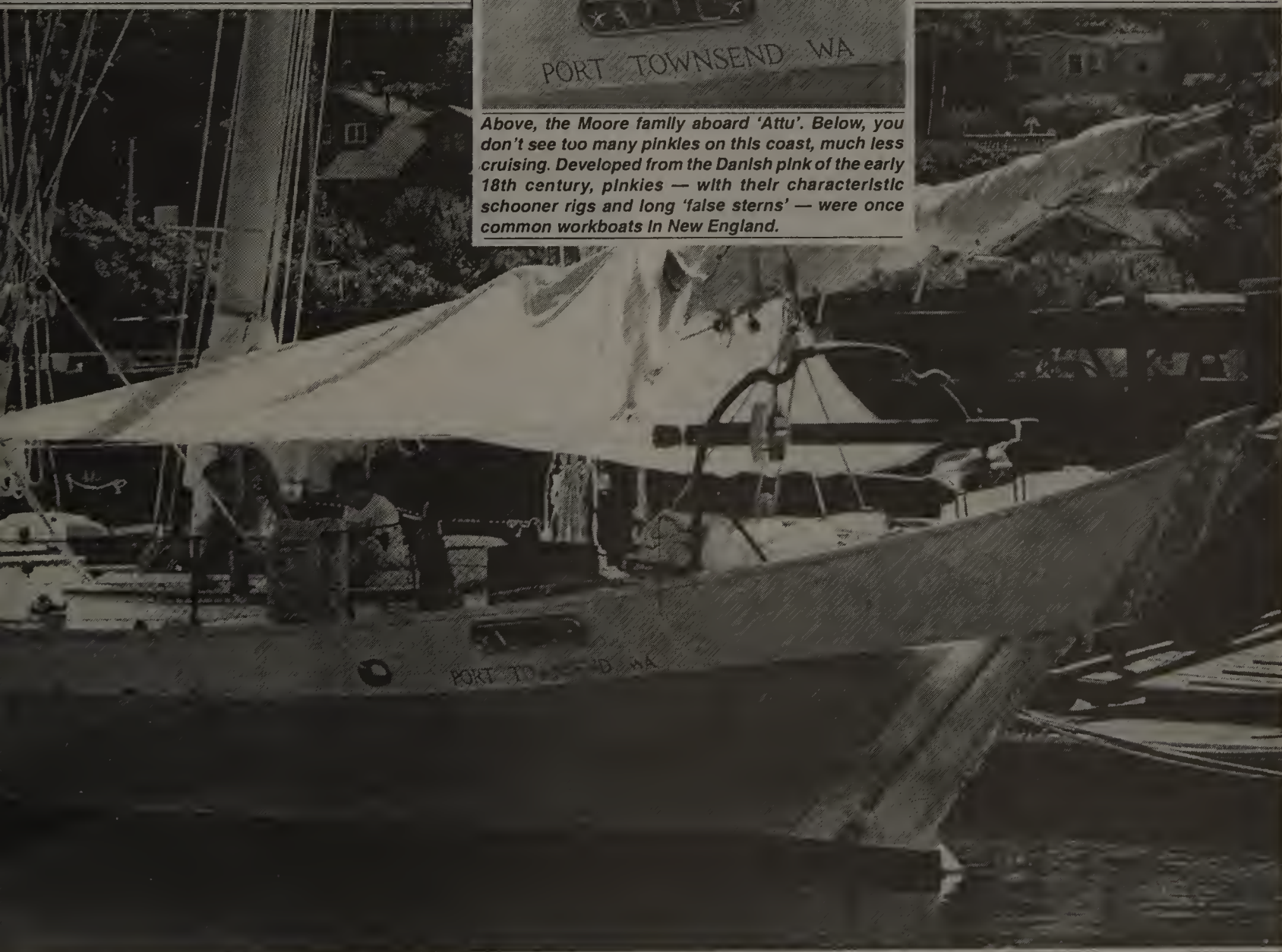
With a loving wife, a beautiful house and two growing children, buying a wooden boat and taking off on a cruise was starting to become a mirage.

While the Moores built their business and family, the schooner *Attu* languished at nearby Port Ludlow. Although massively built of exotic Malaysian hardwoods, according to Moore, the second owner had soured on sailing during his maiden voyage up the coast. Like many other

continued



Above, the Moore family aboard 'Attu'. Below, you don't see too many pinkies on this coast, much less cruising. Developed from the Danish pink of the early 18th century, pinkies — with their characteristic schooner rigs and long 'false sterns' — were once common workboats in New England.



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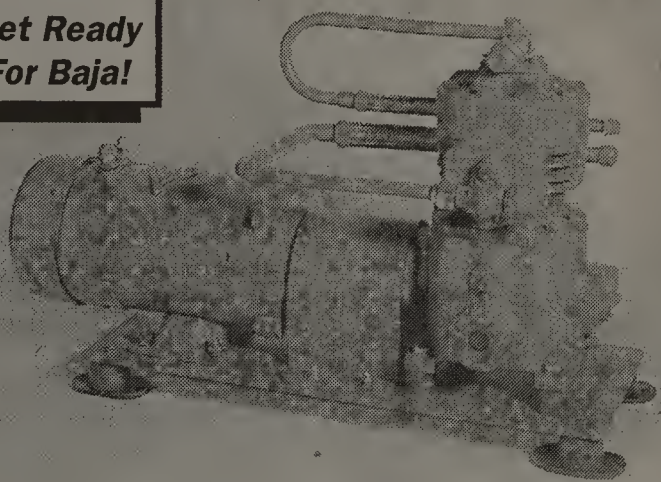
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attu — cont'd

dreamers in the Port Townsend area, the Moores had their eye on *Attu*, but it wasn't until 1993, after five years of virtually sitting at the dock, that the schooner finally came on the market. That was the good news. The bad news was that at the time the Moores were on vacation a thousand miles away.

"A friend called and left us a message: If you want the boat, you'd better get back here fast," says Charlie. He called the owner and told him he'd return immediately to buy the boat "if you can explain to my kids why they have to end their first vacation in three years." The owner graciously understood and, one week and a successful vacation behind them, the family returned to Port Townsend and became the third owners of *Attu*.

Charlie and Gayle knew the purchase was the easiest part of the deal. The boat needed lots of attention — and money. Luckily, the local community in Port Townsend is very user friendly toward boats, wooden ones in particular. The refurbishment was soon underway — rerigging, rewiring, recaulking. . . . Gayle helped sew new sails and made all the awnings and covers. They replaced *Attu's* original and underpowered 'air start' Yanmar engine with a new Isuzu diesel. They added a radar, GPS, extra battery banks and all the conveniences they could think of for safe family cruising.

While the Moores were busy refitting *Attu*, their business partner, Jim Ferris, took the opportunity to fulfill his own dream of cruising to the South Pacific. With Charlie and Gayle running Edensaw Woods, Ferris and his family spent three years enjoying the cruising life.

Now, finally, it's Charlie's turn.

This past summer, Charlie and Gayle moved aboard with son Ezra, 10, and daughter Hannah, 7. Less than a week later, they began their first real shakedown cruise — south to San Francisco.

They'll sail first to Mexico, then plan to head to the South Pacific. Other than that, Charlie says the schedule remains flexible. "If we enjoy Mexico, we'll stay longer," he notes. Both Charlie and Gayle say the enjoyment of the whole family is the most important part of the whole adventure. "What could be better than spending so much time with your family?" asks Charlie. "It's better than winning the lottery!"

— john skoriak

ha-ha update

Yes, it's me again, Doña de Mallorca, to remind you that my Mexico Crew List / Ha-Ha Preview / Ha-Ha Reunion Party will be on October 6 from 1800 to 2100 at the Encinal YC in Alameda. Here's my 10 Reasons You Shouldn't Miss It:

1) Perfect opportunity for skippers looking for crew, and crew looking for skippers, to meet and check each other out. And this is for everyone going south, not just folks doing the Ha-Ha.

2) Good time for Mexico-bound skippers to swap notes and plans. Anybody want to buddyboat to Southern California?

3) Ed Vergara, harbormaster at Marina Palmira in La Paz, and Mario Velazquez, harbormaster at Marina Mazatlan, are both flying up from Mexico specifically to meet south-bound skippers and answer all your questions about cruising Mexico. They'll even be ready to take reservations for their respective marinas.

4) Gerry Cunningham, Sea of Cortez sailing veteran of more than 25 years and author of the many cruising guides and charts to the

continued on outside column of next sightings page



I want YOU — to come to the party!

deadly

out of 'search and rescue.'"

For example, in the first case, the two fishermen off Pacific Grove, by the time the Coast Guard was called, the two victims were already deceased. Tubbs pointed out the Coasties had two bodies and lots of debris — *but they had no way of knowing if there were any others involved.* "We actually had to get their wallets out and look at their IDs," he says. "Then — while we continued our search ashore and on the water — we sent a unit over to their homes, informed their families what had happened and asked, 'Was anyone else out there with them.' Luckily, the answer was 'no.'"

The incident with the speedboat was also routed to the Coast Guard, even though Lake Sonoma is not their jurisdiction. "As soon as the 911 operator heard 'boat', she transferred the call to us," says Lt. Tubbs.

What he got on the phone line was a nearly hysterical man, screaming,

highland light

In the August issue, we ran a *Sightings* piece on *Highland Light*, the 67-ft Frank Paine cutter whose record in the 1932 Bermuda race stood for 24 years. By a strange twist of fate — namely that her original owner died climbing K2 and willed the boat to the Navy — she became the first yacht donated to the Naval Academy. While there, many soon-to-be famous cadets sailed aboard, including astronauts Jim Lovell and Wally Schirra.

Like many yachts of her era, *Highland Light* fell on hard times in her later years. She ended up in San Pedro, where her present owner began the long process of restoration. However, in *another* strange twist of fate, the boat was stolen and it took nearly four years of court battles — during which the confiscated wooden yacht sat unattended — to get her back.

We also mentioned that *Highland Light* was going up for auction at the federal yard in Long Beach in September, and that we'd let you know the date as soon as we found out. Well, as you probably noticed, we didn't run the date in September because it wasn't set yet. But as all you who have been calling already know, there's no need for alarm. We have now confirmed that the date for the auction is October 24.

Quite a bit of interest has been generated by the story of *Highland Light*. Former midshipman skipper Bill Scherer ('50-'52), who has been our main source

— cont'd

"There's pieces of boat everywhere. Oh my God. We can't find them!!" It took several minutes to calm the man down enough to ask him, "Sir — where are you calling from?"

"Sonoma!" came the reply, followed by several more minutes of exclamations about the wreckage.

As we all know, the coast along Sonoma County is a pretty big place.

"Sir, sir. . . SIR! Where *exactly* are you standing right now?"

"Sonoma! Lake Sonoma!"

At that, the Coast Guard was able to reroute the call to the proper authorities, in this case the Sonoma County Sheriff's Office.

If you ever find yourself phoning in a marine emergency, you can take the 'search' out of 'search and rescue' — and save valuable time — by staying calm and relaying all the accurate information you can as it's asked for.

auction date set

of information about the boat, has told us that even the U.S. Naval Academy Alumni Association may be putting in a



'Highland Light' in her prime.

bid to buy the yacht and restore her as a 'museum vessel'.

We hope whoever gets her gives her the restoration she needs and the preservation she deserves as part of our sailing — and national — heritage.

ha-ha update — cont'd

Sea, will also be flying up to answer questions. Rumor is he'll be showing some of his slides of this great cruising area.

5) Clark Atkinson of Hewett Marine, a Coast Guard licensed liferaft

MOST RECENT HA-HA ENTRIES

Sea Bird	F-27 Trimaran	Rich Holden	Alameda
Seawind	Seawind Cat	Gary Helm / Gordon Noble	Tiburon
Evasion	Beneteau 456	David R. Domingo	Sacramento
Mariash	Morgan 35	Kevin Fullerton	Costa Mesa
Chardonnay	Catalina 36	Frank & Donna Barkey	Auburn, WA
Justa Swiss Farm	O'Day 37	James & Terry Fairfield	Hawthorne, NV
Diana Lynn	Newport 27	Noel Shaw	Bodega Bay
Panacea	Ericson 35 Mk II	Bruce Thompson-Bowers	San Diego
Chiquitica	Alden 30	J. Buckmore / K. Daczewitz	Dawson, Yukon
Mystique	Alden Offshore 50	Ted & Shari Alcorn	San Francisco
Blaze	Warwick 60	Cecil 'Van' Draper	Honolulu
Cheval	Tayana 37	Bill Trindle & Sarah Gabriel	Tualatin, OR
Snow Leopard	Westsail 32	Gordon Ray	San Francisco
Itchy Feet	Swift 40	V. Comella & M. Mortenson	Santa Cruz
Suerté	Kettenburg 38	Aaron Bartlett	San Francisco
Carrera	Capo 30	Gene Maly	Monterey
Allons'y	Slocum 43	Larry McGill & Lena Blais	Friday Hrbr, WA
Midnight Sun	Horstman 45 Tri	Lenard Paul Peckett	Richmond
Wayward	Fuji 45	James & Michelle Van Sickle	Long Beach
Venture	Islander 30	Jim Belisle	Oxnard
Another Girl	Catalina 30	Robert Setzer	Palo Alto
Frivelocity	Norseman 447	Dick Lewis	Escondido
Deliverance	Nauticat 40	Bill & Dionne Casey	Cape Coral, FL
Soulmate	Kettenburg 43	Mark & Laurie Jones	Longbranch, WA
Vagabond Lady	Shock Cutter	Lee & Patricia Clark	Santa Barbara
Capricorn Cat	Custom Cat	Bialr & Joan Grinoles	Vallejo
Mai Tardis	Cascade 36	Penny & Ryc Rienks	Seattle
Navigator	Beneteau 461	Gary Cook	Ventura
G. P. Abernathy III	Prout Quest Cat	Sam & Donna Patrick	Orlando
Lisa Marie	Passport 51	Mark & Kathleen Barger	Sausalito
Grace	Peterson 44	Jerry & Ellen King	Las Vegas
Esencia	C&C 29	Kevin DeWaay	Ventura
Alsvid	Vagabond 47	Michael & Susan Ulrich	Leucadia, CA
Sunrise	Cascade 36	Les & Francia Parsons	Seattle
Jazz	Celestial 48	Ken & Jan Case Koerwitz	Seattle
Starbuck	Perry 59	Bill & Heather Clute	Newport Beach
Beiladonna	Cal 35	Mila Wilmot	Half Moon Bay
Soon Fung	Fuji 45	H. Mickens Jr.	Orange Park, FL
Polar Bear	Tayana 52	David & Jan Vidmar	Sitka, AK
Ocean Lady	Willard Trawler	George Gliksmann	Philadelphia, PA
Bries	C.H. Offshore 40	P. Ernest Croan	Oakland
Jole de Mar	Beneteau 40	Peter Kilcommons	San Francisco
Roller Coaster	Peterson 44 R	Keith & Lesley McKenzie	Balboa Island
Rhapsody	Beneteau 510	Gerald Phillips	San Diego
Airborne	Ericson 46	Mike Gravitt	Alamitos Bay
Paragon	Bayfield 36	Todd Clarenbach	Sandy Point, WA
Victoria	O'Day 37	Gary Kirkpatrick	El Segundo
Zephyrus	Cheoy Lee 38	Lee & Peg Crockett	San Diego
Ariel	Cal 29	Steve Freeman	Vancouver
Eclipse	Brit Chance 34	Ants Uiga	Long Beach
Saracie	38-Ft. Cutter	Bill Worthington	San Diego
Maluhia	Kelley/Peterson 46	Eric Beach	San Diego
Friendship	Nordic 44	M. & M. Starbird-Valentine	Palo Alto
Tuaq	Endurance 35	Tim & Marianne Schofield	Vancouver
Passage West	Cheoy Lee 36	Monk Henry	Sausalito
Arabesque	Ericson 32	Joe Morrisson	Mill Valley

serving station, will be at the yacht club pool to demonstrate that a properly maintained liferaft will inflate when the cord is pulled. Once inflated, you'll be invited to climb in and see if there's room for four

continued on outside column of next sightings page

ha-ha update — cont'd

adults in a four-person raft. Hewett Marine rents and sells liferafts for events such as the Pacific Cup and Ha-Ha. Inflation at 1900.

6) A hands-on opportunity, under the supervision of Coastie Bosun's Mate Royce Heckendorn of Group San Francisco, to learn how to check if flares are good, to actually set them off, and to compare the different characteristics. We've all got flares, but how many of us could quickly set one off in an emergency? Heckendorn will also bring along a CG 41-footer for tours. Flare fun will start at 1915.

7) Ha-Ha sponsor Marilee Shaeffer from Waypoint Marine, and her associated from HF Radio, another sponsor, will demonstrate how they put all the Mexico charts on one disc, and how to send e-mail from a Magellan handheld GPS.

8) Free copies of *Latitude's* new *First Timer's Guide To Mexico* — a modest little booklet intended to answer the most basic questions for those headed south, including the best itineraries — will be available at the party. And only at the party.

9) Save big money on hearing Jimmy Buffet sing. His concert at Shoreline (on the same night as the party) runs about \$50 a couple. We'll be playing the same stuff and our party is free to anyone who signed up for the Crew List, signed up as skipper or First Mate for the Ha-Ha, or has been skipper or first mate in any of the previous four Ha-Ha's. All others are \$5.

10) Everyone attending will get a certificate entitling them and a friend to a two-hour sail aboard *Latitude's* new 63-foot catamaran *Prof-ligate*, either in Southern California before the Ha-Ha, while in Mexico this winter, or in San Francisco early next summer. The cat will be on hand at the Encinal YC dock for boarding.

There's even a bonus reason for you to attend the party: To prove that Doña de Mallorca knows how to throw a better kick-off party than the Wanderer.

The date is October 6. The time is 1800 — don't come early! The place is the Encinal YC in Alameda. Don't miss it!

75. 130. 68. 25.11.

Seventy-five is the number of recent entries received for the Baja Ha-Ha V, bringing the grand total to 130. It looks like a great group of folks and boats, and the Poobah is looking forward to meeting and sailing south with everyone.

Ha-Ha'ers getting to San Diego on or before the 17th of October should be sure to drop by Downwind Marine on Canon Street for details on their party for Ha-Ha participants only.

Sixty-eight is the VHF channel you should listen to in San Diego at 0830 Monday through Friday, because that's home to the San Diego Cruiser's Net. If you've got questions, they've got all the answers.

The 25th of October is, we'll remind everyone one last time, the Skippers Meeting and the West Marine Kick-Off Barbecue and Halloween Party — come in your costume — starting at 3 p.m. All this takes place at Cabrillo Isle Marina in San Diego. Bring your foulies if it rains.

The revised starting time for the Ha-Ha on October 27 is 11 a.m. The Wanderer moved the start back to: 1) Give crew the time to fly in that morning; 2) Give the breeze a chance to build for better photos from the Ha-Ha helicopter; and 3) Let the skippers sleep in.

Reminder: The Baja Ha-Ha and the Poobah are not responsible for berthing arrangements in either San Diego or Cabo San Lucas. If you arrive in San Diego and don't have a berth reserved, call the Harbor Police (619-226-8267), who will give you a huge brochure on everything about San Diego Bay — including all the marinas and places you can legally anchor. If San Diego proper doesn't have a berth for a boat your size, try Chula Vista or up toward Mission Bay. If it's really crowded for your size boat, think about staying up in Long Beach, Newport or Catalina until a day or two before the Skipper's Meeting.

Vaya con Dios, baby!

around alone

If *Georges* and a couple of his hurricane tough-guy buddies behaved by heading into someone else's neighborhood, the start of Around Alone — the race formerly known as the BOC — took place on Saturday, September 26, one day after this issue was sent to the printer. If they didn't, and the start got postponed, well, most of the following is going to sound pretty silly. (Concern was not only that the hurricanes might swing toward Charleston, but that the boats would sail straight into one of them on the way to Cape Town.)

So let's assume the best — they're on their way.

For anyone recently emerging from a 6-month sensory deprivation experiment, Around Alone is the crown jewel of single-handed racing, a 27,000-mile, four-leg, seven-month marathon around the globe on the most radical open-class monohulls ever built. The '98-'99 race marks the fifth running of the event.

Beyond that, there's really not much we can tell you that you won't likely already know by the time this issue comes out, especially if you check in regularly to Quokka Sports' excellent website for the race, www.aroundalone.com.

Well, maybe there is this one thing. The following is a 'bettor's guide' to the fleet, compiled by Dan Dickison and published in *Grand Prix Sailor* two days before the start. It is used here with their gracious permission.

CLASS I

Isabelle Autissier (FRA)/PRB — Combine the experience of three previous 'round the world races and three years' experience on this boat with her weather savvy and persevering demeanor and Autissier remains the favorite, outright and sentimental — 2:1.

Giovanni Soldini (ITA)/FILA — With a tested boat and an extensive sailing resume that includes one previous 'round the world race, this feisty Italian should be right on Autissier's heels, fostering the kind of global match race he created with Class II adversary David Adams in the '94-'95 BOC — 3:1.

Marc Thiercelin (FRA)/Somewhere — A relatively lesser-known star in the solo-sailing galaxy, Thiercelin has a small, well-organized and well-funded team preparing the newest boat in the fleet, and a resume that includes second place in the '96-'97 *Vendee Globe*. Plus, he's French — 5:1.

Mike Golding (GBR)/Group 4 — Three trips around the world in the wrong direction (one solo), a deep-pocketed sponsor and one of the three newest Groupe

starts off charleston

Finot boats make this detail-oriented Briton a real threat to end the French dynasty in Class I — 5:1.

Josh Hall (GBR)/*Gartmore* — Touting the simplest and lightest boat in Class I, and a strong racing resume spanning 13 years, plus five months spent living, breathing and sleeping this boat while he helped build it, Hall should enjoy an edge in lighter conditions, but a shortage of funds and hasty, eleventh-hour preparations may cost him on Leg I — 7:1.

Fedor Konioukhov (RUS)/*Modern University for the Humanities* — This Russian boasts a phenomenal resume — solo treks to the North and South Poles, two solo circumnavigations, and a sum-miting of Mount Everest — making him the maximum adventurer on an under-funded, 8-year-old vessel — 15:1.

Sebastian Reidl (RSA)/*Project Amazon* — If the rest of the fleet self-destructs, this heavy, Orwellian craft may prove competitive, but its cat-ketch rig with large carbon wingmasts will likely be a handful for the 59-year-old Canadian skipper come Legs II and III — 50:1.

CLASS II

J.P. Mouligne (FRA)/*Cray Valley* — The pundits never tire of saying "time on the boat is important," and Louligne has amassed enough sea miles aboard his fast 50-footer to take advantage of that. But lack of Southern Ocean experience could be a limitation — 3:1.

Michael Garside (GBR)/*Magellan Alpha* — A well-organized effort on the newest Group Finot 50 gives this former British Special Forces member the speed edge. But lack of time on the boat and no spinnakers might haunt him on the tactically critical first leg — 4:1.

Brad Van Liew (USA)/*Balance Bar* — A refitted vessel and new sponsor buoy this effort, but zero experience in the Southern Ocean and lack of time on the boat put this Californian at the lower end of a critical learning curve — 7:1.

Robin Davie (USA)/*Sail South Carolina* — This two-time BOC veteran has grit, but funds are in short supply, and he starts with nearly 12 days in initial time penalties (for arriving late to Charleston), making it hard for the adopted South Carolinian to sail his innovative 48-footer competitively — 10:1.

Neil Hunter (AUS)/*Palladin II* — Aboard a 12-year-old Farr 40 with a hastily stepped replacement rig, this determined Aussie faces an uphill battle. He's a hands-down victor among the 40-footers — 15:1.

letter from home

During some routine email correspondence, we happened upon this gem. It's from Charles and Cindy Pittinger who are building a 75-ft aluminum motorsailor somewhere in the wilds of Weatherford, Texas. They also help out on the daily *Mañana* Net, passing digital pactor traffic into the email internet for many yachts at sea. During an early morning roundtable discussion one day, they received a call from a British singlehander 10 days from the Azores. "He asked to have us telephone his son in England to let him know he was okay," says Charles. "I asked him if his son had email and he replied, 'Now that's a good idea. Here is his email address.'" Within the same day I received a reply from his son. It is so colorful I am passing it on to you to publish as an example of the usefulness of amateur radio, pactor digital radio and APRS, and the email internet.

Well fancy that. Here's me, feeding my fish, tidying my flat and helping my girlfriend move in, pottering on with a pretty much ordinary life of an ordinary unemployed Liverpoolian. Every now and then I'm wondering how Dad's getting on. He told me that insurance to sail back singlehanded was TWICE the amount he paid to go over to Antigua from Tenerife, so he didn't bother with it. Anyway, if minor things go wrong that's to be expected, and if anything major goes wrong, then insurance isn't going to do him much good anyway.

One of the last things he said to me in a phone call before he set off was, "If I die, don't worry about it!" I replied, "I won't, because I won't know till I find out you are dead then it's too late to worry anyway." We laughed about this but he did express an amount of anxiety that things could go wrong, and did say that he was worried. Of course, I worry all the time. Your mail to me has brought tremendous relief. I have plotted his position on my classroom-type world map that I've pasted to the wall on my stairwell, and it's very satisfying to know exactly where he is.

My dad is 50 years old and retired from the Liverpool Fire Brigade as a Station Officer some six years ago after a 26-year career. He spent all his lump sum retirement pay on his yacht, a 1974 Moody 40, and has lived on it since then, travelling throughout the Med from Turkey where he purchased the yacht, and eventually ending up in Antigua on Christmas Day last year.

His life has been full of excitement and danger. He is careful, but enjoys risks. I understand his desire to sail singlehanded because all this runs in the family. If I hadn't joined the British Army I would probably have ended up being a Fireman myself. As it is, I get my adrenaline rush from riding a powerful motorcycle, and indulging in dangerous sports such as rock climbing and bungee jumping whenever I get the chance. So anyway, I totally understand the enjoyment he gets from the risks he takes, and even though I'm not there, I enjoy them with him. He's got a camcorder onboard, and when he sailed to Antigua he made a video that he posted over to me.

On his way to Antigua in December he had some problems with his rigging. He also went to the aid of a yacht in difficulty, but fortunately they had sorted their problem out and didn't need him by the time he arrived. However, before his SSB Radio lost transmit facilities he managed to speak to someone in Florida who obviously got a bit mixed up with what was going on. So the next thing I get a phone call telling me that Dad had broadcast, "Yacht in difficulty, rigging problems!!!" For about three weeks I heard nothing else, and was starting to get very concerned and felt quite helpless. Then Dad phones me up on Christmas day, having just arrived. He was late because he went to help somebody else. That was a brilliant Christmas present.

Dad doesn't want to take an EPIRB (is that how you spell it?) with him because he sees his lifestyle as being his own risk, and doesn't see why someone else should have to risk their life to come and rescue him. Strange thoughts from a man who spent so many years helping others!

Thanks very much indeed for your information, it's very welcome and appreciated, as is anything else if you hear from him again.

— cheers, Roy

SIGHTINGS

short sightings

THE PHILIPPINES — The ferryboat *Princess of the Orient* sank near Manila on September 19, killing 37. Three hundred and eleven persons survived the accident — no thanks to the crew, who were reported to have abandoned ship without telling any of the passengers to do the same. At presstime, authorities were still searching for more than 80 people who are unaccounted for.

Unlike many ferry accidents in that part of the world, this time the cause was not overcrowding — the 14,000-ton *Princess* had barely a tenth of her 4,000-person capacity aboard. Instead, heavy weather combined with a possible shift of cargo was thought to be the cause of the foundering. A few hours after departing Manila in 45-knot winds (the fringes of Tropical Storm *Vicki*), the ferry reported it was listing 25 degrees. The ship went down in 360 feet of water near Fortune Island.

continued outside of next sightings page

around

Minoru Saito (JPN)/*Shutendohji II* — At the start of this summer's *Atlantic Alone*, the 62-year-old Japanese sailor laughed out loud at suggestions that he was sailing to win. Give him credit for two previous 'round the world races — 30:1.

Neal Peterson (RSA)/*No Barriers* — With the same 40-footer from four years ago, yet better-funded and refit, this South African will have a better chance of getting beyond Cape Town, but doing it competitively is another matter — 40:1.

Viktor Yazykov (RUS)/*Winds of*



alone — cont'd

Change Russia — an 11-day penalty (he was also late) is too much of a burden on this 40-footer — 50:1.



Caught in the act — When we first spotted 'Hellebore' roll down and bookin right near our photoboot, we thought, "Lookin' Good picture of the month, here it comes!" And as you can see from the spread, the vintage Ericson did look pretty sharp . . . until she got alongside (above). We were thinking of all kinds of sarcastic 'Marina del Rey racing stripes' things to say as we putted back to our slip — only to find we had forgotten to pull our *OWN* fenders aboard! So 'Hellebore' stays our Lookin Good boat — and the rest of you know what they say about people who live in glass houses . . .



short sightings — cont'd

Princess of the Orient was owned by the same shipping line that ran the ferryboat *Dona Paz*. The *Dona Paz* holds the infamous distinction of being involved in the world's worst peacetime shipping disaster. In 1987, it collided with a tanker, killing 4,341 people.

LONDON — "A self-righteous little year, with an oakey nose and a hint of torpedos". . . That might be one of the opinions when the new owners of bottles of 1907 Heidsieck Monopole champagne pop the corks. But first they'll have to pony up \$3,500 per bottle — or up to \$8,500 at Christie's auction house where 24 bottles go up for bidding this month.

No, 1907 wasn't *that* good a year. In this case, the big attraction is the 'wine cellar' — the bottom of the Baltic Sea, where they've lain for the last 82 years.

The champagne was part of a cargo of spirits (5,000 bottles of champagne, 9,500 bottles of cognac and 1,600 gallons of red wine) bound for the Czar's troops in Finland aboard the 82-foot schooner *Jonkopring* in the latter days of World War I. When the schooner was sunk by a German U-boat, only the crew (who were ordered off before the sinking) and part of the champagne cargo survived. The latter were preserved in a state of suspended animation in the dark, 35-degree water until Swedish divers recovered 500

bottles earlier this year. The bottles, which are being offered with dried mud still on them and in driftwood boxes, are said to be 'moving briskly' to connoisseurs around the world.

OFF TAMPA — Joseph Porreca and his wife Karen were sailing their 17-footer in blustery conditions in the Gulf of Mexico when a gust capsized the boat. In an attempt to help, the skipper of a nearby Bayliner motorboat came over to get the two out of the water. He and a crew successfully hoisted Karen out of the water, but before Joseph could get out, he got hit by the propeller, which severed the femoral artery in his leg. Porreca, 50, bled to death before the boat could get him to waiting medical assistance ashore. No charges were filed.

SAN FRANCISCO — Put those reels away. Communities for a Better Environment issued a report that claiming that concentrations of toxic chemical such as dioxin and PCBs are 10 times higher in Bay fish than in the general food supply. No wonder the state of California warns people not to eat more than two meals a month using fish caught in the Bay. Only one fish-based meal is recommended for children and pregnant women — and zero for anyone with an I.Q. higher than the water temperature.

EAST COAST, U.S.A. — We don't know how we missed this, but England's *Yachting World* magazine reports that "in certain specified waters off the East Coast of the United States, vessels over 300 tons DWT will have to give way to whales. Ships entering the waters off New England and Florida are required to radio their position to the nearest Coast Guard station which will in turn relay the position, speed and course to any pods of whales spotted on satellite." It would then be the captain's responsibility to avoid the present and predicted positions of whales. The precautions have gone into effect in response to belief that large ships are the leading cause of death to whales.

SWEET HOME ALABAMA — Alabamans have had a five-year grace period before being required to get a 'boating endorsement' on their drivers' license. That ends on April 28, and so far less than 20% of the states estimated 500,000 boat operators have gotten the endorsement. The fine for not having a boat operator's endorsement is \$100. Out-of-state mariners are exempt for 45 days.



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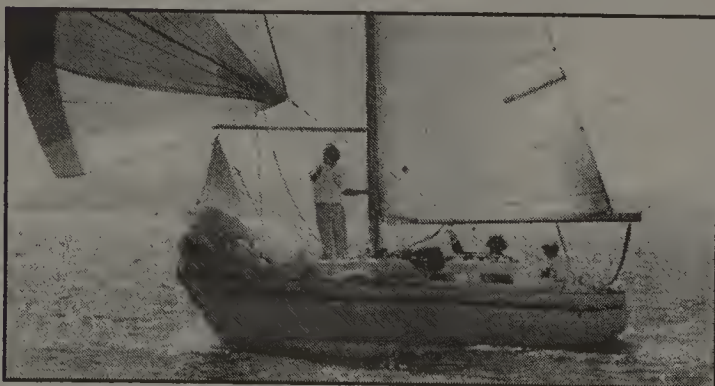
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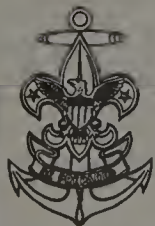
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*Frank Morgan, The Wizard of Oz, on receiving the
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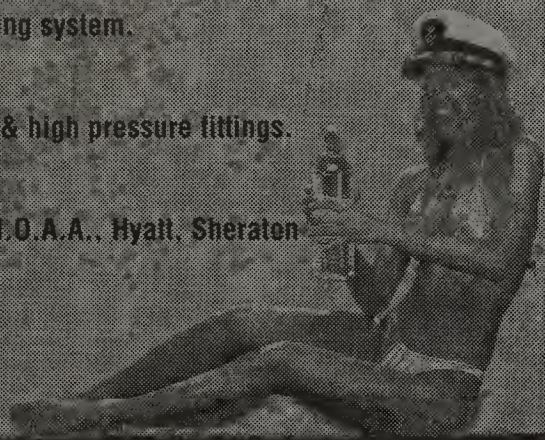
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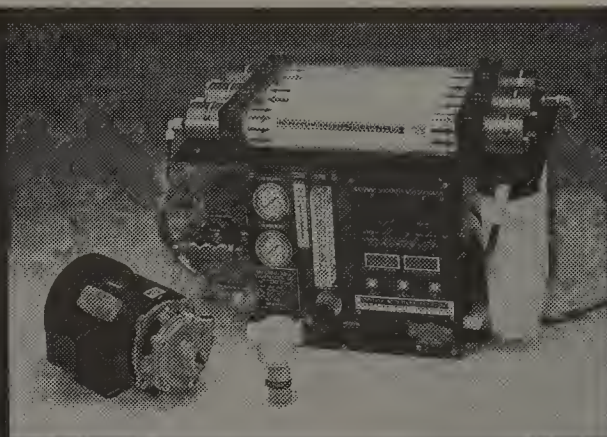
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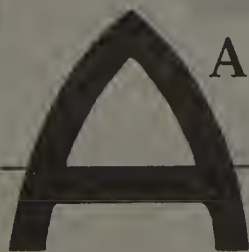
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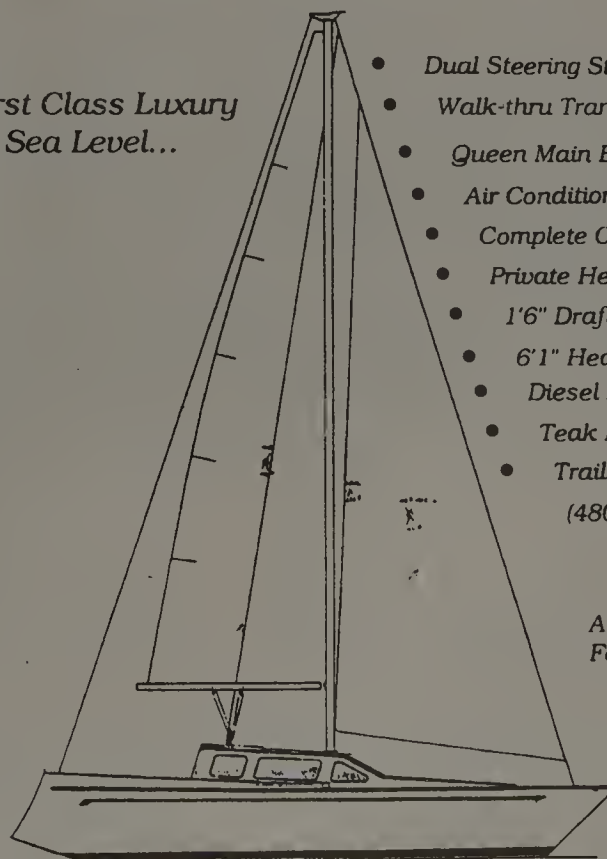
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BIG BOAT SERIES '98 —



If the *Chronicle's* 'little man' reviewed regattas instead of movies, he would have been clapping and jumping out of his chair after the first day of the recent St. Francis YC-hosted Big Boat Series. Held later than usual on September 24-27, the annual gathering of the clan drew 86 boats in ten classes, making this the second biggest regatta (after the 91-boat 1996 epic) in the distinguished 35-year history of the event. The weather was great on that first day, the courses and competition were excellent, and spirits were high for a fantastic Series. Other

than a few boats 'playing chicken' with commercial traffic, the day went off without a hitch. However, a computer crash held up the race results well into the evening — a harbinger of the strange days to come.

Our 'little man' would have been reduced to sitting in his chair on Friday, but nonetheless still clapping. The sleds joined the fray that day, enlivening things with another of their by-now customary high-speed T-bonings. But the shifty and damp weather wreaked havoc on the courses, reducing some weather legs to

fetches, jumbling the fleets up with each other, and causing the race committee — for reasons that still escape us — to send all the boats off on the same windward/leeward course in the second race of the day. The ensuing mayhem at the windward mark (starboard roundings, no less) was the subject du jour at the post-race Mt. Gay party. Fortunately, no one died.

"I'm told I now hold the North American record for most meters of waterline crammed into a marine acre," joked race manager Matt Jones. "Geez, had I known they measured such things, I'd have put

GONE WITH THE WIND



the marks even closer together and gone for the world title!"

By Saturday, the 'little man' would have been just plain sitting, hands folded on his knees. After a chilly but promising morning (the windsurfers were ripping around off Crissy at breakfast time!), the skies turned gray again and the wind began receding faster than a sailmaker's hairline. By the second race, things were so grim that the revered icon fell comatose in his reviewing chair — along with about half the fleet, who were drifting around in the second race until almost 7

Golden Gate Midwinters? No, it's (left to right) 'Mardi Gras', 'Elyxir' and 'Beau Geste' mixing it up in race six of this year's atypical BBS.

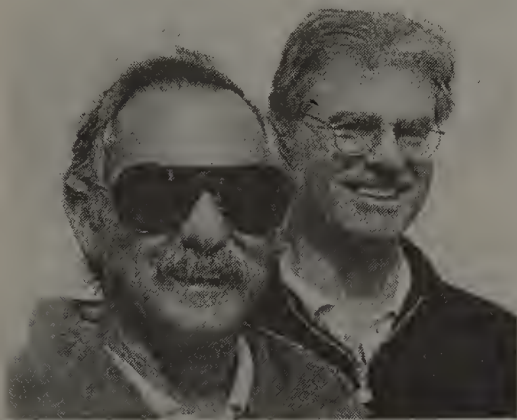
p.m. Stalled out in front of the clubhouse, many boats anchored against the ebb. It was about normal for a midwinter race, but highly unusual for the BBS.

The weather didn't change much for Sunday's finale, other than it began drizzling. Without any hint of wind, the race was abandoned after lunch, a first in the annals of modern BBS history. The 'little man' was not pleased — in fact, by now his seat was empty, the lowest review.

"Just take one of those 'Shit Happens' stickers and plaster it on my forehead," moaned Jones, who had one of the more humbling weekends in his long race management career. "The venue here normally makes us look pretty good. But when the wind gets marginal, like it was this time, . . . well, it's a complete nightmare."

Though the racing obviously wasn't the best, the shoreside scene was as vibrant as ever. The regatta still attracts tons of national and international sailing talent, all rubbing shoulders at the various parties (courtesy of America True, Mt. Gay,

BIG BOAT SERIES '98 —



Left to right: 'Taxi' mates Dave Ullman and Don Hughes; Russell Coutts could barely contain his glee at winning the 1D-48 fleet; spearchuckers Pat Nolan and Chris Corlett of the brand new 'Javelin'; Ken Read and Helmet Jahn of 'Flash Gordon III.'

and AmericaOne). Random billionaires, some with bodyguards and chauffeurs, were also spotted in the crowd, and there was even an unconfirmed Anna Nicole Smith sighting. Maybe it's not quite as wild as the old days, but it's still the social highlight of the year for serious West Coast racers.

One Design

Three classes raced one design — the One Design 48s, Express 37s and J/105s — while another, the ULDB 70s, raced levelly. Stealing the show for the third year in a row were the eight One Design 48s, which easily enjoyed the highest level of competition in the regatta. Four of the boats were staffed by America's Cup syndicates (Kostecki/Cayard, Koliuss, Coutts, and Riley), and even the two boats steered by amateurs, Gene Mondry (*Leading Edge*) and Jim Dolan (*Sagamore*), were really well-sailed. "This was the best year yet for the 1D-48s," noted John Bertrand, the driving force behind this four-year-old organization. "With all eight boats here, and all of them so competitive, this was the perfect conclusion to a great season."

The 'A' fleet at this year's gathering turned out to be *Windquest*, steered by Terry Hutchinson in the absence of regular owner/driver Doug DeVos; the one-two punch of John Kostecki and Paul Cayard on *illbruck-Pinta*; and newcomer Russell Coutts and his Kiwi compadres on John Risley's chartered *Numbers*. This trio was essentially tied going into Sunday, but the weather denied *Pinta* and *Windquest* a last shot at the title. Coutts was a tad erratic in his debut, ending up with a 1,6,6,1,5,1 record — but he was half a point ahead when the music stopped in this nautical version of musical chairs. His bullet in Saturday's second race was by an emphatic 8.5 minutes, a landslide achieved through perfectly outguessing the dete-

riorating conditions.

The BBS was the fifth and final stop on the 1D-48 season championship circuit, which Jim Andrews, John Koliuss and the core of their Aloha Racing America's Cup crew won with *Abracadabra*. Koliuss started the season strongly, and then held on down the stretch as more America's Cup syndicates jumped in and raised the level of competition. In a interesting trend, the last three regattas were won by class virgins — John Kostecki took the Newport/Manhattan Regatta, Peter Gilmour (*Team Nippon*) grabbed the Kenwood Cup, and now Coutts just won this regatta us-

that Gilmour sailed in Hawaii. But don't get the impression this is a drop-in class — it's arguably the toughest racing on the planet right now. "Next year, as the lead-up to the America's Cup continues, should be another great one for us," said Bertrand. "After that, who knows?"

The ULDB 70 fleet fielded five of the six competitive West Coast sleds (only *Alchemy* was a no-show) for an abbreviated four-race series beginning with just one race on Friday. ("Obviously we have a 'Sayonara' rated about 40 feet on this, ahem, leg of Saturday's race. Oddly enough, those were the actual lengths of two boats in her class.



GONE WITH THE WIND

ALL PHOTOS LATITUDE/ROB AND JOHN



better crew union than the other guys," joked one sledhead.) The playing field was quickly reduced by one when *Grand Illusion* speared *Mongoose* five minutes into the race. *GI* had flopped to port and tried to duck *Mon-*
goose, but the mainsail didn't get out fast

enough and they plowed into the dark blue boat at the driver's station. Owner Bob Saielli was thrown off *Mongoose's* helm hard enough that an ambulance was waiting for him at the dock. He broke a few ribs and hurt his spleen, but will hopefully recover soon. *Mongoose*, which suffered a two-foot hole and a broken ring frame, will be a lot more expensive to patch up.

Accidents of this magnitude are unfortunately becoming part of this class's BBS tradition. Lately, their 'greatest hits' have included royal collisions between *Maverick* and *Blondie* in 1992, and *Orient Express* and *Mirage* last year. Ironically, *Mongoose* had hustled here directly

from the Great Lakes, where she had come in third in their summer season against ten other sleds. "We never came close to getting hit back there, despite the bigger fleets," said John Gladstone. "But the West Coast sailors push a lot harder,



Future shock — 'Red Hornet' and 'Javelin' were almost literally in a class by themselves.

and accidents happen." *Grand Illusion* owner Ed McDowell, to his credit, tried to give the *Mongoose* crew his boat for the rest of the Series, an offer which was declined,

Meanwhile, Don Hughes picked up where he left off last year, sailing his yel-

low R/P 68 *Taxi Dancer* to a triple-bullet victory over the depleted fleet for the second year in a row. "We had to work hard for it though," claimed tactician Dave Ullman. "It was a lot closer than the results indicate." The second race was a case in point — *Taxi* beat *Evo* by just one second! "We crossed the line together, and there was dead silence on each boat," said *Taxi* crew (and keel and rudder designer)

Alan Andrews. "Literally, no one knew who won." *Evo's* second place finish was good enough to earn them the '98 ULDB 70 season championship without needing to appear in the finale, the Alessio Race from here to Santa Barbara, on October 10.

The Express 37s returned for their ninth appearance at the Big Boat Series, which once again doubled as their Nationals. Though they'll probably never again achieve their high of 13 boats (set in 1991), eight solid entries answered the starting gun. Among them were multiple-time champs *Blade Runner*, up from King Harbor, and *Re-Quest*. The two boats that tied for this summer's ODCA honors — *Bliss*, which won on an obscure fifth level tiebreaker, and *Expeditious* — were there, too. But in the end, the winner was none of the above — it was Mark Dowdy's *Eclipse*. After "falling asleep" while out front in the first race and coming in DFL, Dowdy, tactician Bill Melbostad and a "pickup crew" slipped their boat into overdrive to win four of the last five races.

It was the first big one design regatta win for Dowdy, who concentrated on ocean racing this summer rather than ODCA. *Eclipse* ended up two points ahead of *Blade Runner*, which was making her annual trip north for a one design 'reality check', and three points ahead of *Bliss*. The latter crew, led by owner/driver Mike Grisham, has one more important regatta coming up — they'll represent Area G in the U.S. Sailing Offshore Championship, to be held in Catalina 37s at Long Beach in mid-October.

The J/105s returned in force for the seventh time, fielding an unprecedented 18 boats (out of 28 now on the Bay). Though not a big boat *per se*, St. Francis



BIG BOAT SERIES '98 —

basically allowed these 34-foot sprit-polars into the Big Boat Series in return for the use of their boats at the Brut Cup (and, let's face it, to help fill the ranks when the BBS was hurting). These days, the boats are being used for the International Masters (Oct. 16-18) and they have become a stalwart in the BBS. Easily the most successful local one design fleet of the '90s, the J/105's winning formula includes a strict owner/driver rule, sail and weight limits, and other restrictions aimed at keeping the pros out and the cost down.



Is there a doctor in the house? 'Grand Illusion' gets a quick nose job after her altercation with 'Mongoose.'

A ticket to the BBS each year hasn't hurt sales either.

Winning this huge gathering, the biggest yet of J/105s on the West Coast, was Steve Podell's dark blue *Thrasher*. Their finishes of 1,6,2,7,7,5 were consistent enough to beat runner-up *Blackhawk* by three points. Newcomer *La Pavoni* and *Charade* were tied for third, with the nod going to the former on the tiebreaker. Either *La Pavoni* or *Advantage*, which finished one point out of third, might have won the series had they not sailed the wrong course (along with four other 105s) in the first race. Apparently, these guys learned the hard way that the sailing instructions, not the fancy color program, dictate the course to be sailed.

This was the second BBS class win for Podell, who first won in '96. *Speedwell*, the '98 season champ, collected two bullets and a deuce during the series, but only managed to come in seventh.

IMS

Only six boats sailed in the IMS divi-



Kilroy was here! Jennifer Dunbar and John Kilroy of 'Samba Pa Ti.' Right, home run king Mark Magwire (okay, it's really Ted Wilson) swatted one out of the park for 'Swiftsure's Sy Kleinman.

sion, which was revived after a one year hiatus. It was quickly apparent that this lightly-attended gathering would be a match race between the two newest boats, *Flash Gordon III* and *Beau Geste*. The two beautiful Farr 49 sisterships, which met for the first time two months ago at the Kenwood Cup (*Beau Geste* got the best of *Flash*), both went under the knife for this series. *Flash* lopped 1.5 feet off her keel, including the bulb, and replaced it with a wooden shoe, while *Beau Geste* took three feet off and snapped on a hollow fiberglass shoe. Both boats' righting moments came back about 10% tipper, thereby

picking up a better rating without losing a corresponding amount of speed (the IMS rule basically overrates stability). The two boats easily garnered all the class bullets between them, often by comfortable margins.

"The games these guys are playing with the IMS rule are getting out of hand," claimed local measurer Dick Horn. "It almost makes IOR look good in comparison." Hopefully, the ITC is going to plug up this recently-discovered loophole at

America's Cup preview? 'Piña' crosses 'Abby', but the New Zealand team wins anyway.



GONE WITH THE WIND

their November meeting, as carrying around an arsenal of snap-on keels would only hasten the demise of this already precarious measurement rule.

Despite all the rating chicanery, the series was decided in The Room instead of on the water. Karl Kwok's *Beau Geste*, steered by Gavin Brady with tactics by Dee Smith, appeared to have narrowly won the series after Helmet Jahn's *Flash Gordon* was hailed over early in the last race and didn't go back for several minutes. Driver Ken Read and his afterguard, Ed Adams, and Jeff Madrigali, were sure they had cleared themselves and that the race committee hadn't seen them. They finished fifth in that race, but ultimately won their lengthy redress hearing and were awarded the average of their finishes (1.8 points). *Beau Geste*, meanwhile, won the race but had to eat extra two points for an 'I' flag penalty incurred in pre-race maneuvering with *Flash*. They, too, appealed for redress (twice even), but after hours of convoluted sea-lawyering they still came in second.

The rest of the IMS class sorted out

more or less by hull date — no big surprise there. The only exception to this generalization was the new *M-Project*, a

allowed to race in either the 40-foot or the 50-foot class (where it was originally placed until the SC 52 owners balked). Presumably, as more information is gathered on the new 125, it will be included with the mainstream boats — or better



'Taxi Dancer' spins on a dime at the weather mark, about to jibe set.

French-built production racer/cruiser from Newport Beach that struggled in its BBS debut.

PHRF

The so-called Maxi Class served as this year's 'exhibition' division, a hodgepodge of four completely different designs that no one else wanted to race against. More of a beauty pageant than a real race, this class pitted *Sayonara*, the best IMS maxi in the world, against three boats that were thought to be the PHRF equivalent of human sacrifices. The 1986 Tanton 73 *Velos*, sailed by an all-amateur group of Etchells buddies from San Diego, was at least in the same size range. The other two 40-foot sprit-polers, the new J/125 *Javelin* and the canting-keeled DynaYacht 40 *Red Hornet*, looked hysterical next to the other two behemoths on the starting line — which was about the only time this class was together.

The winner of the parade was Pat Nolan's skinny red *Javelin*, sailed aggressively by Chris Corlett and Norman Davant, along with their usual hit squad. *Javelin* and the big black *Velos*, which sailed with as many as 30 people each day, actually ended the series tied at 12 points each. Both boats had three bullets, but the aptly-named *Javelin* won the tiebreaker for holding the only deuce. Maybe the pickle dish helped ease the pain of buying a brand boat only to discover it wasn't

yet, the sprit-pole boats will field enough boats for their own class next year.

The smallish Keefe-Kilborn class consisted of four SC 52s, Sy Kleinman's Schumacher 54 *Swiftsure II*, and the outgunned IOR 50 *Infinity* from Seattle. Despite a year-long layoff and a different crew, *Swiftsure* made it three BBS victories in a row — a relatively rare hat-trick. "Not bad for the 'B' team!" joked new driver Ted Wilson, who brought along Ray Delrich as tactician. Marda Phelps drove her for-sale SC 52 *Marda Gras* to second in class and first SC 52, a nice finish for this Seattle-based amateur group. "We practiced for a week beforehand," explained Marda, "and we had a lot of fun, which is always fast!" Hopes are high for a SC 52 one design class next year — the currently-dismasted *Vitesse* should be there, as should Chuck Jacobson's new *Allure*, and several others.

John Kilroy's Farr 40 *Samba Pa Ti* ('dance for you', named after a Carlos Santana instrumental) worked hard to win the tough 10-boat Richard Rheem class. Sporting the famous sail number 13131 — which father Jim Kilroy retired from *Kialoa* duty and transferred to John as a boat present — *Samba* was expertly sailed by a group that included Gary Weisman, Chris Perkins and Matt Ciesicki. Pushed by *Blue Chip*, the Kilroy gang took three bullets en route to a four-point victory over their sistership. *High 5*, a six-year-old Farr 40 IMS boat from San Diego, pulled up to third based on horizonizing the fleet in the drifting conditions



BIG BOAT SERIES '98 —

of the last race. *Raven* rounded out the 'A' fleet, while everyone else — including last year's winner *Recidivist*, which tumbled to ninth — fought it out in the second tier.

The StFYC-A division was another tie, broken in favor of Tom Mitchell's Swan 53 *Mistress* over the much lighter Wylie 42 *Scorpio*. Both boats had 18 points when the racing abruptly ended, but *Mistress*, sailed by Greg Palmer and a group of his Sausalito pals, had the upper hand with three bullets. "We tried not to tack a lot, and prayed for heavy air," said Palmer. "Things were going south pretty fast for



The new 1D-35 'Windquest' left a lasting impression on the Blossom Rock buoy. Note the patch at her waterline.

us near the end. I'm reminded again of why we never take this boat in the mid-winters!"

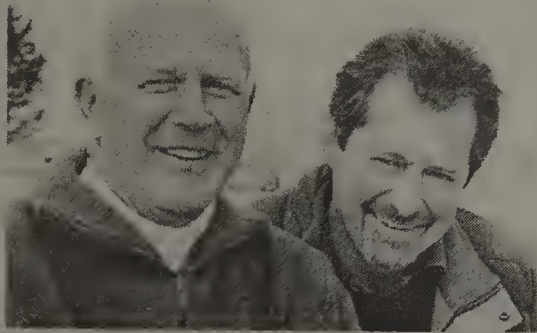
The green J/130 *Mr. Magoo*, owned by Bay Area newcomer Steve Madeira, was a close third in her BBS debut, while defending champ *Cadenza*, now equipped with a grinder, fell to fourth. The chartered 1D-35 *Windquest* — sporting a full inventory of PBO 'sundried tomato' sails — didn't have a particularly good series, but by all accounts the boat is lively and fun to sail.

Two disparate designs dominated StFYC-B, the 12-boat 'small fry' division.

1998 BIG BOAT

<u>Yacht</u>	<u>Owner/Rockstar</u>	<u>Design</u>	<u>Yacht Club</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>Total</u>
ST. FRANCIS (ULDB)										
1. <i>Taxi Dancer</i>	Don Hughes/Dave Uilman	R/P 68	Santa Barbara	—	—	—	1	1	1	3
2. <i>Evolution</i>	Brack Duker/Peter Isler	SC 70	California	—	—	—	2	2	2	6
3. <i>Mirage</i>	Jim Ryley/Jack Halterman	SC 70	St. Francis	—	—	—	3	3	4	10
4. <i>Grand Illusion</i>	Ed McDowell/Robbie Beddingfield	SC 70	King Harbor	—	—	—	6	3	4	13
5. <i>Mongoose</i>	Bob Salelli/John Gladstone	SC 70	San Diego	—	—	—	6	6	6	18
CITY OF SAN FRANCISCO (1-D 48)										
1. <i>Numbers</i>	John Risley/Russell Coutts	1-D 48	New York	1	6	6	1	5	1	20
2. <i>illbruck-Pinta</i>	John Kostecki/Paul Cayard	1-D 48	Dussel Dorf	3	7	3	3.5	2	2	20.5
3. <i>Windquest</i>	D. & D. Devos/Terry Hutchinson	1-D 48	Macatawa Bay	2	4	1	7	3	4	21
4. <i>Starlight</i>	Jay Ecklund/John Bertrand	1-D 48	Minnetonka	6	1	7	6	1	6	27
5. <i>America True</i>	Dawn Riley/John Cutler	1-D 48	San Francisco	5	3	8	2	6	5	29
6. <i>Abracadabra</i>	Jim Andrews/John Koliis	1-D 48	Waikiki	4	5	2	7	8	7	33
7. <i>Leading Edge</i>	Gene Mondry/Larry Leonard	1-D 48	Bayview	8	2	4	5.5	7	8	34.5
8. <i>Sagamore</i>	Jim Dolan/Bill Langan	1-D 48	New York	7	8	5	8	4	3	35
ATLANTIC (IMS)										
1. <i>Flash Gordon III</i>	Helmut Jahn/Ken Read	Farr 49	Chicago	2	1	2	1	1	1.8Y	8.8
2. <i>Beau Geste</i>	Karl Kwok/Gavin Brady	Farr 49	Royal Hong Kong	1	2	1	2	2	4Y	12
3. <i>China Cloud</i>	Bili & Carl Buchan/Russ Silvestri	N/M 46	Seattle	4	4	4	3	3	2	20
4. <i>Bullseye</i>	Bob Garvie/Steve Benjamin	N/M 49	St. Francis	3	3	3	4	5	3	21
5. <i>Morning Glory</i>	Hasso Plattner/Jens Christensen	R/P 50	Keil	5	5	5	5	4	4	28
6. <i>M-Project</i>	Manouch Moshayed	J/N 50	BCYC	6	6	6	6	6	6	36
MAXI DIVISION										
1. <i>Javelin</i>	Pat Nolan/Chris Corlett	J/125	Encinal	1	2	4	3	1	1	12
2. <i>Velos</i>	Borge & Kjeld Hestehave	Tanton 73	San Diego	3	1	1	1	3	3	12
3. <i>Sayonara</i>	Larry Ellison/Tomaso Chieffl	Farr 80	St. Francis	2	3	2	2	4	4	17
4. <i>Red Hornet</i>	Dyna Yachts/Rich Matzinger	Dyna 40	SBYRC	4	4	3	4	2	2	19
KEEFE-KILBORN										
1. <i>Swiftsure II</i>	Sy Kleinman/Ted Wilson	Schum. 52	St. Francis	3	1	1	2	1	2	10
2. <i>Marda Gras</i>	Shel & Marda Phelps	SC 52	Seattle	1	2	3	4	3	3	16
3. <i>Rosebud</i>	Roger Sturgeon/Dave Hodges	SC 52	Santa Cruz	5	4	5	1	2	6	23
4. <i>Ingrid</i>	Bill Turpin/Jay Crum	SC 52	St. Francis	4	3	4	5	5	4	25
5. <i>Elyxlr</i>	Paul Ely/Kelth Lorence	SC 52	St. Francis	2	5	2	5	7	5	26
6. <i>Infinlty</i>	Vic Bishop	N/M 50	W. Vancouver	6	6	6	6	4	1	29
RICHARD RHEEM										
1. <i>Samba Pa TI</i>	John Kilroy/Gary Weisman	Farr 40(1-D)	St. Francis	1	1	8	1	2	5	18
2. <i>Blue Chlp</i>	Walt Logan/Seadon Wijsen	Farr 40(1-D)	San Francisco	6	2	7	2	1	4	18
3. <i>High 5</i>	Ross Ritto/Sean Svendsen	Farr 40(IMS)	Cortez Racing	3	3	4	5	7	1	23
4. <i>Raven</i>	Mark Thomas/Jeff Thorpe	N/M 39	Sierra Pt.	7	4	3	4	4	2	24
5. <i>Cha-Ching</i>	Scooter Simmons/Chris Shlning	BH 41	San Francisco	5	5	5	3	5	9	32
6. <i>Sceptre</i>	Joan Garrett/Bob Musor	J/130	St. Francis	10	9	1.5	10	3	7	40.5
7. <i>White Cloud</i>	Brett Neill	Farr 39	Royal New Zealand	9	8	1.5	6	10	6	40.5
8. <i>Jackrabbit</i>	Dave Liggett/Bill Colombo	N/M 39	Richmond	8	7	6	8	9	3	41
9. <i>Recidivist</i>	Colin Case/Tim Parsons	Schum. 39	New York	4	6	9	7	8	8	42
10. <i>Surprise</i>	S. & S. Chamberlain/W. Paxton	Schum. 46	Richmond	2	10	10	9	6	11	48

GONE WITH THE WIND



Left, Dale Williams and Scott Easom showed a lot of 'Savvy' in beating the small boats. Right, Tom Mitchell was glad to let Greg Palmer handle his 'Mistress'. . . uhh, let us rephrase that. . .

Dale Williams' Beneteau 42 *Savoir Faire*, with local pro Scott Easom driving, took

the windier early part of the regatta, earning three bullets and a deuce before stum-

bling to a tenth in light air. Meanwhile, Bill Burnett's Seattle-based IMX-38 *Jubilee* was enjoying the lighter going, but their seventh in Saturday's fluky final race to *Savoir Faire*'s second created a tie going into Sunday's final race. *Savvy* won the tiebreaker, which won't hurt the resale value of the boat when Williams steps up to a hotter design next year. (For the record, *Jubilee* is for sale, too.) The Los Angeles-based J/35 *Fast Lane* took third in class, as well as a trophy for top J/35 — a small consolation for losing their one design status last year.

The Farr 36 *Petard*, the slowest rating

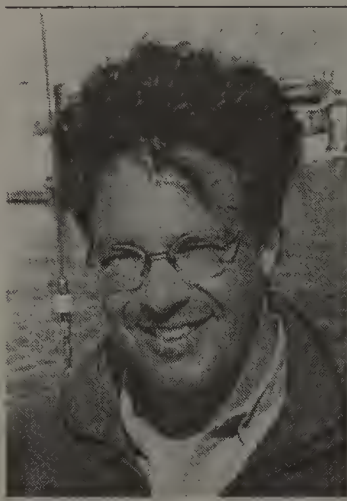
SERIES RESULTS

<u>Yacht</u>	<u>Owner/Rockstar</u>	<u>Design</u>	<u>Yacht Club</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>Total</u>
St. FYC - A										
1. <i>Mistress</i>	Tom Mitchell/Greg Palmer	Swan 53	St. Francis	1	3	1	1	7	5	18
2. <i>Scorpio</i>	John Siegel/Ian Kiltza	Wylie 42	Santa Cruz	4	1	3	2	6	2	18
3. <i>Mr. Magoo</i>	Stephen Madeira	J/120	N/A	2	2	5	4	5	1	19
4. <i>Cadenza</i>	C. & J. Eichenlaub/B.S. Sherman	N/M 45	San Diego	3	5	4	3	1	7	23
5. <i>Eos</i>	Jim Cascino/Don Trask	J/120	St. Francis	5	4	2	6	3	3	23
6. <i>Windquest</i>	Peter Stoneberg/Frank Dunlevy	1-D 35	St. Francis	8	6	6	7	2	4	33
7. <i>Pendragon</i>	David Gray	Davidson 44	South Shore	6	8	7	5	4	6	36
8. <i>Tiger Beetle</i>	Rob Macfarlane	N/M 45	Singlehanded SS	7	7	8	8	8	8	46
StFYC - B										
1. <i>Savoir Faire</i>	Dale Williams/Scott Easom	Beneteau 42	St. Francis	1	1	1	2	10	2	17
2. <i>Jubilee</i>	Bill Burnett/Colin Booth	IMX-38	Shiishole Bay	2	2	2	1	3	7	17
3. <i>Fast Lane</i>	K. & B. Patterson/John Wimer	J/35	California	4	10	3	5	1	5	28
4. <i>Petard</i>	Keith Buck/Kim Desenberg	Farr 36	Corinthian	5	5	4	3	12	1	30
5. <i>Sweet Okole</i>	Dean Treadway/Bill Keller	Farr 36	Richmond	3	7	6	4	4	6	30
6. <i>Major Damage</i>	Dave Wilson/Phil Perkins	J/35	St. Francis	9	4	7	8	2	4	34
7. <i>Bodacious</i>	John Clauser/Bobbi Tosse	Farr OneTon	BYC/RYC	10	3	5	9	7	10	44
8. <i>Klri</i>	Bob George	J/35	Richmond	6	11	8	7	5	9	46
9. <i>National Biscuit</i>	Peter Baldwin/Mike Odwyn	Schum. 35	Royal Offshore RC	8	9	10	11	8	3	49
10. <i>Equanimity</i>	Randy & Patsy Paul	J/35	St. Francis	7	6	9	6	11	12	51
11. <i>Jabiru</i>	Brian Dunn/Bill West	J/35	Encinal	11	8	11	10	6	11	57
12. <i>Sundog</i>	Bill Wright	Elvstrom 41	St. Francis	13	12	12	12	9	8	66
J/105										
1. <i>Thrasher</i>	Steve Podell	J/105	St. Francis	1	6	2	7	7	5	28
2. <i>Blackhawk</i>	Dean Dietrich	J/105	St. Francis	8	5	3	2	3	10	31
3. <i>La Pavoni</i>	Zarko Draganic/H. Lammens	J/105	St. Francis	20	4	1	6	2	2	35
4. <i>Charade</i>	Tom Coates	J/105	St. Francis	4	7	6	5	10	3	35
5. <i>Advantage 3</i>	Pat & Will Benedict	J/105	St. Francis	20	1	4	3	1	7	36
6. <i>Bella Rosa</i>	Dave Tambellini	J/105	St. Francis	5	8	5	4	5	12	39
7. <i>Speedwell</i>	Tom Thayer/Dick Watts	J/105	Richmond	13	2	8	1	15	1	40
8. <i>Sall's Call</i>	Ian Charies	J/105	St. Francis	10	9	9	9	13	4	54
9. <i>Irrational Again</i>	Jaren Leet	J/105	St. Francis	9	12	13	12	4	6	56
10. <i>Walloping Swede</i>	Tom Kassberg	J/105	South Beach	20	3	7	10	11	11	62
11. <i>Joust</i>	Alan Kelly	J/105	N/A	2	13	16	14	8	14	67
12. <i>Jose Cuervo</i>	Sam Hock	J/105	Sausalito	3	11	17	11	12	13	67
13. <i>Ultimatum</i>	Vince Di Lorenzo	J/105	Encinal	12	18	10	15	9	9	73
14. <i>We Be Jammin 2</i>	Chris Coffin	J/105	N/A	20	14	20	8	6	8	76
15. <i>Pippin</i>	David Owen	J/105	St. Francis	6	17	11	16	14	16	80
16. <i>Hele On</i>	Gene Rooney	J/105	Cal Sailing	7	16	14	13	17	18	85
17. <i>Capricorn</i>	Bill Booth	J/105	N/A	20	10	12	17	16	15	90
18. <i>Aquavit</i>	Roy Steiner	J/105	Encinal	11	15	15	18	18	17	94
EXPRESS 37										
1. <i>Eclipse</i>	Mark Dowdy/Bill Melbostad	Express 37	San Francisco	8	1	1	4	1	1	16
2. <i>Blade Runner</i>	Mick Shlens/Steve Grillon	Express 37	Cabrillo Beach	2	4	5	1	2	4	18
3. <i>Bliss</i>	Mike Grisham/Mark Fountain	Express 37	Richmond	1	3	4	2	7	2	19
4. <i>Spindrift V</i>	Larry & Lynn Wright	Express 37	Richmond	4	2	2	8	4	5	25
5. <i>Expeditious</i>	Bartz Schneider	Express 37	San Francisco	3	6	6	7	5	3	30
6. <i>Re-Quest</i>	G. & G. Isaacson/Jim Antrim	Express 37	San Francisco	6	7	7	3	6	6	35
7. <i>Elan</i>	Bill Reiss/Chuck Cunningham	Express 37	RYC/SCYC	7	5	3	5	8	8	36
8. <i>Espresso</i>	Steve Saperstein	Express 37	Encinal	5	8	8	6	3	7	37

BIG BOAT SERIES '98



Left, Bill Melbostad and Mark Dowdy 'Eclipse'd the Express 37 fleet. Right, Steve Podell and his 'Thrasher' topped the J/105s again.



numbers. "It just human nature, I suppose. On the whole, I think we did just fine on the ratings this year."

For that matter, everything humanly possible was done to make this one of the best series ever. But there was a flaw in the plan, and it was a fatal one — namely the decision to hold the regatta a week later than normal, too late in the year for reliable winds and the white-knuckle sailing that everyone has come to expect from this fine series. Ironically, the three weeks leading up to the BBS featured perfect weather, a fact hopefully not lost on the regatta organizers.

The reason for the later date was purely

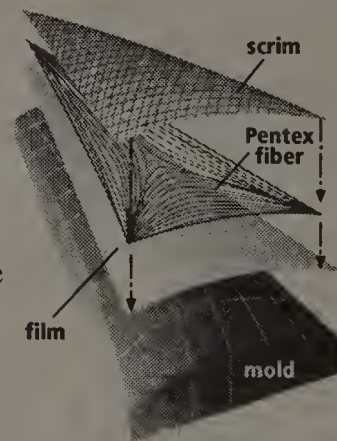
political — for years, the BBS has floated around in mid-September, with the dates dictated by whichever following Thursday featured the best currents for starting the Stag Cruise up to Tinsley Island. This tradition, which was more valid when out-of-town racers used to 'stagger' upriver on their sailboats after the Series, won out this year at the expense of the quality of the racing. That's a trade-off that the 1,000 or so racers certainly don't deserve to experience again.

All in all, it was a pretty weird year for the Big Boat Series, which felt more like a gigantic midwinter regatta than the grand prix lovefest we know and love. But in yacht racing — and life in general — you learn to take the good with the bad. Fortunately, the good things about the Big Boat Series — the energy, the teamwork, and the just plain fun of getting together so many good friends for a few days — still easily outweigh the problems that occurred this year.

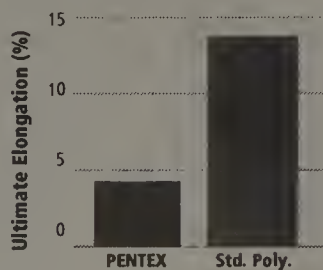
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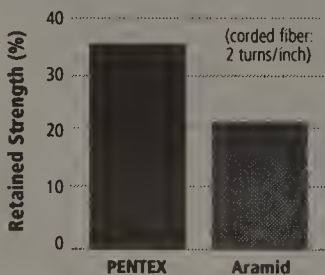
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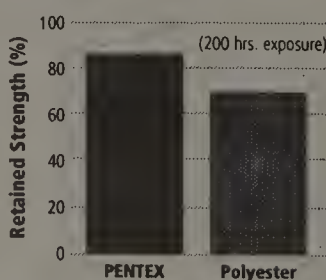
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Bruce Nelson: Leading designer with America's Cup syndicates since 1985. Principle designer for the PACT 95 defense and the AmericaOne Cup challenge in 2000. Bruce has designed many winning offshore sailboats including the IMS 50 Infinity and the ILC Maxi Falcon2000.

Barry Carroll: Market leader in high performance production offshore race boats. Carroll Marine, known for strong, lightweight construction and attention to detail, uses advanced technology and materials to build cost-effective grand prix sailboats.

One Design, LLC: An active class management organization dedicated to One Design sailing at all levels. Owned by Dick and Doug DeVos, and John Bertrand, One Design, LLC currently manages the 1D35 and 1D48 classes.

Photo: Walter Cooper
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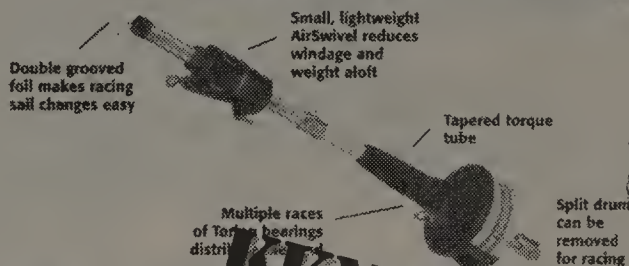
As with most great deals, there is a caveat:

this is a limited offer. Ken Keefe, KKMI's President explained, "Frankly, we're going way out on a limb by making this deal – no yard has ever done this before. It would be wonderful if we could make these prices available all year, but we are going to

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500	1.9A	3/4"	4"	188740	25S-PLT	3	\$51.48
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Blue	75.8%	249227	249219
Black	75.8%	351858	351841
White	75.8%	1375	532291
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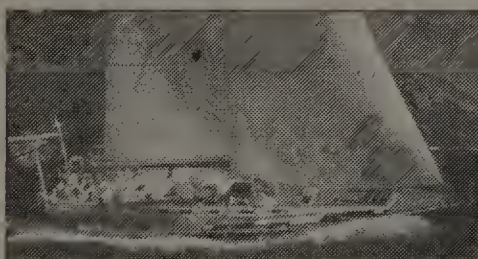
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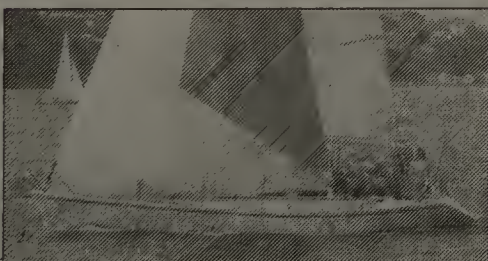
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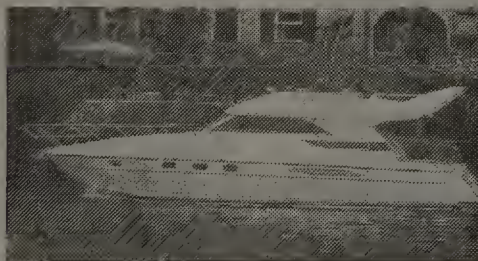
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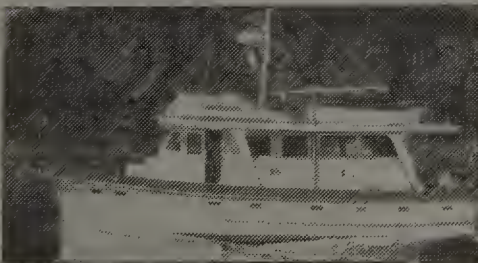
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Sunday Sunburn

PARTY ON: You may have heard the scuttlebutt about KKMI's annual yard party held last month but I promise you whatever you've heard . . . it was much better than that! With hundreds of people attending from the marine industry and boating community . . . a fantastic time was had by all. Certainly one of the biggest attractions was the 'Dunking Tank'. With sailmakers from Quantum, Pineapple, North and Hood taking their turns getting dunked by their employees and customers . . . it was quite a sight. In addition to the sailmakers getting soaked the owners of KKMI, Ken Keefe and Paul Kaplan, got put in the tank too! All done in the spirit of good fun and giving something back to the community the 'soggy sailors' raised money for the San Francisco Sailing Foundation. The evening was quite magical as the yard had been transformed into an incredible amusement park with all sorts of games to play and things to do. There was a monstrous mountain that you could climb and a huge slide to play on. It was a party perfect for kids . . . of all ages. One guest said it best . . . "It just made me feel happy the moment I walked into the yard." If you'd like to see what the party was really like . . . you should check out their web site at www.kkmi.com and hit "KKMI's Karnival".

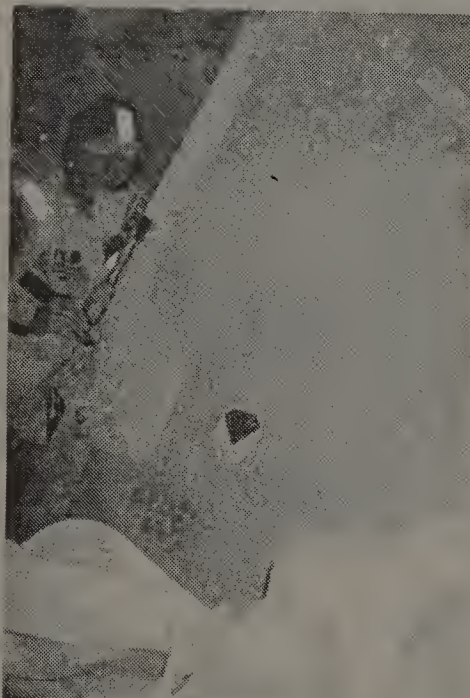
★ ★ ★

FULL SERVICE: In an effort to provide their customers with both the best service and prices KKMI has just announced they have acquired Anchorage Richmond, the marine supply store formerly owned by Bob and Tonya Hennessey. In what is bound to be a win-win situation for customers of the yard and the marketplace, Bob has joined the team to manage the store. Congratulations Bob! And even more congratulations are in order . . . yard manager Jock MacLean was married last month to Kim Morrison. The ceremony took place aboard the MacLeans' classic 70' motor yacht *Hermana*. What a glorious day.

★ ★ ★

NAME GAME: In keeping with the tradition of naming important pieces equipment . . . KKMI's new 'mobile' building has been given its identity. This new building, which is capable of accommodating just about any large boat on the Bay, will further expand their already impressive indoor production capabilities. The benefits of such a structure come, not only from keeping the boat under cover, but its 'mobile' nature also allows the yard to keep the costs down. This in turn translates into lower yard bills for their customers. There were many great suggestions for names ranging from "M.C. Hanger" to "Moby's Mobile Mansion" but the clear winner was "Shed Clampett" which was submitted by yard mechanic Roberto Rosellini who won a night out on the town courtesy of the company.

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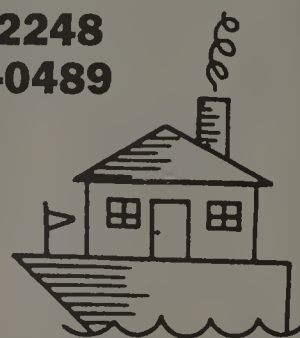
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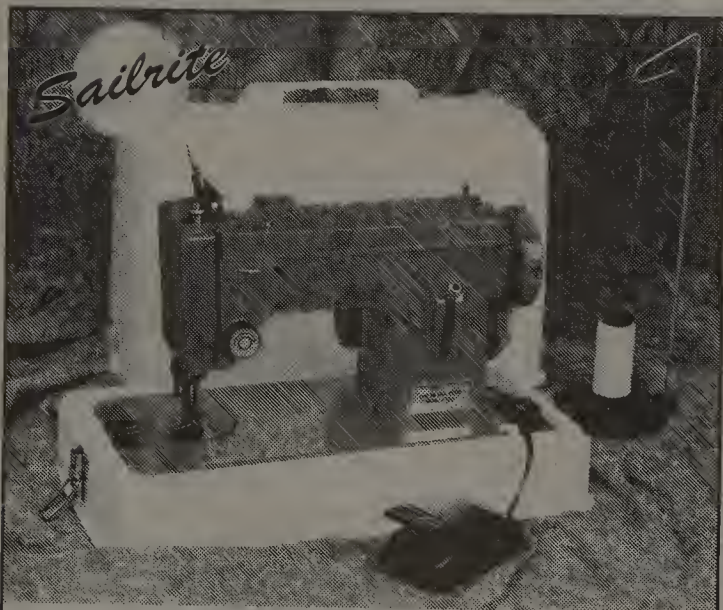
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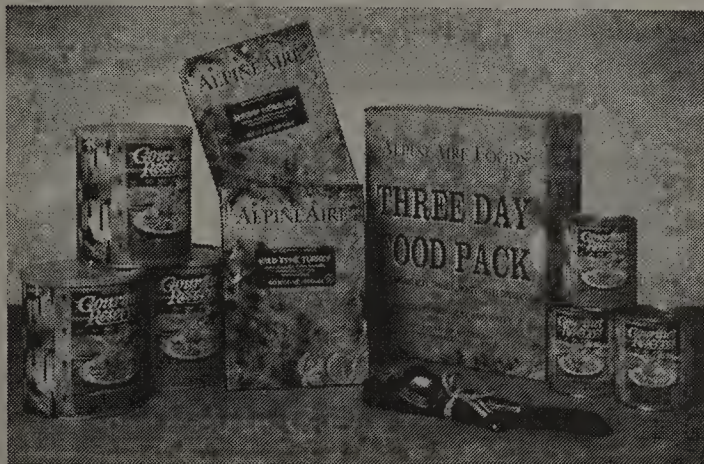
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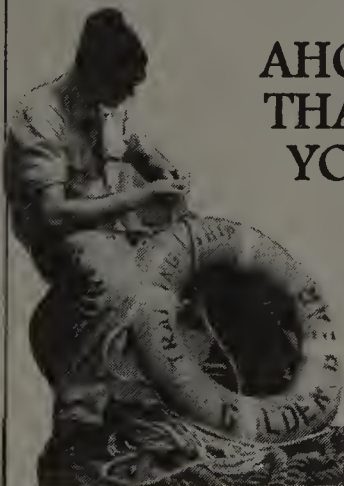
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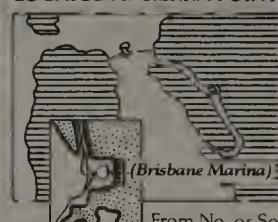
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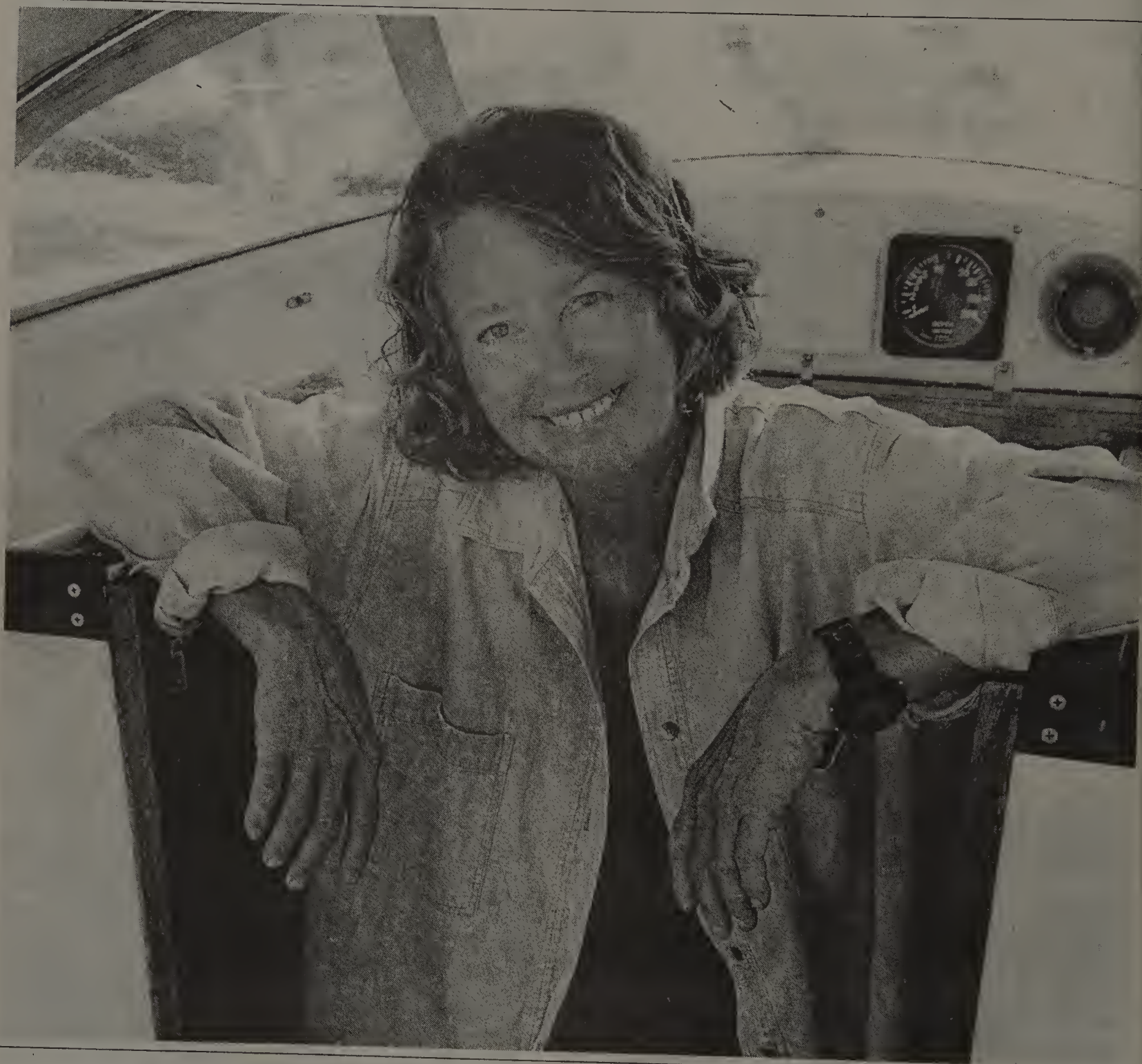
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The *Latitude* Interview:



Karen Thorndike

Two years, 14 days, solo around the world

On August 18, Karen Thorndike sailed into San Diego — and history. Her arrival marked the end of a two-year, 33,000-mile voyage in which she became the first American woman to singlehandedly circumnavigate via the five great capes. The accomplishment puts her in elite company. Only seven other women, including Naomi James and Isabelle Autissier, have achieved the same goal.

Unlike some of those women, Karen completed her voyage on a relative shoestring and with little fanfare. In fact, were it not for her shoreside 'support team', Cathy Main and John Oman, we wonder if the sailing world would have heard about the unassuming 56-year-old Snohomish, Washington, resident at all. Main, a longtime friend who runs a public relations firm in Santa Clarita, basically volunteered her expertise to get the word out. Oman, a Seattle-based sailor-adventurer who runs the Global Online Adventure Learning (web) Site (GOALS), convinced her to go 'online' with Inmarsat C. As a result, Karen chronicled her voyage for schools, educators — and all the rest of us. You can check out every detail of her voyage at www.goals.com.

Although we never met Thorndike before, it wasn't hard to tell that the voyage changed her. The blue eyes that peered unsurely from early press photos now sparkle with self-assurance. She appears a lot more athletic, too. In what she calls 'Diet World', Karen's body shed about five pounds on each of the first four legs of her trip. By the time she got to Tahiti, "with muscle tone Jane Fonda would envy and a healthy tan, I got a marriage proposal before leaving Papeete."

We caught up with Karen in San Diego, just before she headed back home to Washington aboard *Amelia*. Here's some of what we talked about.

Without putting too fine a point on it, most people your age are planning for retirement. How did you come up with the idea of sailing alone around the world?

Well, I love sailing. I've been doing it for 20 years. And I wanted to go on an enormous adventure in my life.

This certainly qualifies. But hadn't you done that already? Hadn't you done a Vic-Maui race?

I've done four of them. But this was different. I've been thinking of this for 10 or 12 years now. Obviously, it took awhile to get the confidence that I felt I needed.

Also, when I decided I really wanted to go for this, I had to look at my choices. I could attempt to get corporate sponsorship, which is very difficult in the United States. Or I could do it myself. If I went the sponsorship route, I felt it would realistically take me five more years to get everything in place. So I chose to do the faster of the two: I sold everything I owned and financed the trip myself.

So you did the trip without sponsorship?

As I went along, I obtained sponsorship for only two big items. I got weather forecasts from Bob Rice. That was primarily underwritten by someone who wishes to remain anonymous, with some additional support from Bob. The other big sponsorship I got was satellite time through Comsat Mobile Communications for my Inmarsat C system.

Tell us a bit about your boat and how you chose it.

It's a Rival 36, cutter rigged. It's British designed and British built, launched in 1985. Oversize rigging. Very strong.

I was lucky enough to find the boat in Seattle. The previous owner had sailed all around the British Isles, Mediterranean, over to Iceland, Russia, across the Atlantic, down the Eastern Seaboard and eventually to Alaska. Then he said that's it; I'm tired of sailing. He put it up for sale and when I saw it I couldn't find a stress crack anywhere. I'd been looking in the 36 to 38-ft range, which I felt was the optimum size boat that I could realistically handle — and afford.

And you renamed her *Amelia*, after Amelia Earhart?

In honor of.

Had you done much solo sailing before this trip?

Not to speak of. A few little things around Puget Sound, but nothing at all remarkable.

Your official circumnavigation began and ended here in San Diego. But you actually started in Seattle, right?

Yes, I had storm damage off Oregon. So I had a choice: San Francisco or San Diego to fix it. I chose San Diego because it was the end of October, first of November and I thought I could run into some real trouble getting out of San Francisco that

time of year. So I came down here.

What sort of damage was it?

In a jibe, the whole mainsheet system departed the boat. The car and everything.

I have to say, though, that if storm damage got me John Oman, it was worth it. He and I had both started at about the same time. He was on an around the world voyage aboard *Spirit of the Northwest*, Mike Plant's old BOC 60, *Duracell*. While I was having my storm damage and pulling into San Diego, John was getting dismayed in a collision with a freighter off Baja. *Spirit* ended up a block away from *Amelia* here in San Diego. Since we were both from the Pacific Northwest, we ended up making a couple of road trips together — he was taking stuff off his boat; I was bringing more to put on mine. During one of those trips, he sold me on the Inmarsat C system and we integrated my trip into his goals website.

So your official departure date from San Diego was. . .

August 4, 1996. The first leg was to Hawaii.

How many stops did you make in all?

Eight — Hawaii, Tahiti, the Falkland Islands, Argentina, Hobart, Dunedin (New Zealand), Tahiti, Hawaii, San Diego.

And you spent a winter in Argentina?

A six-month layover, yes. I stayed on the boat.

Did you come home at any point?

I came to San Francisco to greet *HMS Norfolk*, the British warship that rescued me off the Falkland Islands. They were there in June of '97 attending 'Britain Meets the Bay'. I also went back to Seattle briefly for medical tests after my rescue, to make sure everything was all right.

We read the reports about what happened to you off the Falklands. Can you go into a little more detail about that?

When I was in the Falkland Islands there was a flu epidemic going on. People were in the hospital and even dying from it.

I was there for two weeks doing boat repairs. After I took off I started getting sick almost right away. I thought, well, I'll get over this in a few days. At the same time, the weather reports were calling for some rough weather. But again, I thought, oh well, I'll be getting north a little bit here and I'll be getting out of that.

But I kept getting sicker and sicker, and the weather got worse and worse. I think at the height of the storm the wind was 55 or 60 knots and the seas were huge.

It was a bad combination. If the storm hadn't happened I would have been fine. If I hadn't been sick I would have been able to make it through the storm. Finally, five days out — about 350 miles northeast of the Falklands — I sent a message

interview:

to John Oman and told him I was very sick. He wrote back and asked if I'd like to talk to a doctor. I said sure. So he got hold of the *Norfolk*. They were on their way to the Falkland Islands to change the stewardship over from another vessel. And they had a doctor on board. They said, "We'll go help her, this is what we're trained to do!"

So they turned around and steamed towards me. They were about 250 miles from me. It took them 16 hours, during which time I'd drifted 63 miles from where I'd said I was. John really played an instrumental role in helping them find me. I kept giving him updated GPS positions via Inmarsat C, and he was passing them on to the *Norfolk* via Inmarsat A, which is satellite telephone.

When they finally found me, the conditions had abated to only about 25-30 knots. They put the doctor and one other man aboard my boat. The doctor was to assess my condition. And the man that came with her was to assess the condition of my boat.

The doctor was a woman?

Yes. Anyway, as the *Norfolk* made its way toward me that night the captain asked if there were any volunteers that would like to sail my boat back if it was deemed seaworthy. He had 40 volunteers. They obviously thought it was going to be a fun cruise back to the Falkland Islands!

So they got you off at that point? How did they do the transfer?

It was still very rough. Their inflatable came over, and they literally pushed me into it at the right moment. I was standing there on the deck and they just pushed me in. The four volunteers sailed the boat back to Port Stanley and she arrived in fine condition.

What sail combination did you use in 60 knots?

I was under bare poles.

Did you ever use drogues or sea anchors?

I didn't. I had both on board, but the conditions were never such that I felt I would have improved the position of my boat or it was enough of a safety issue. Also, each one of those involves getting equipment back on board when conditions start to change. And that's when you really want to be on your way again. With the Gale Rider drogue in particular, it takes forever for conditions to calm down enough to get the gear back.

What was your sail inventory?

I had two complete sets of working sails. Both were new; one 'mystery set' (no logos) came with the boat, one was a set of Lidgards I had made. Headsails consisted of a 110% jib, a 100% jib, one asymmetrical spinnaker which I only used a couple of times, a couple of storm staysails and a storm trysail. That one I used a lot.

I ended up not using the Lidgard main. Never needed it. I never lost a sail on the trip. I had some tears,

but they were always repairable. As far as headsails, every time I tried to use a different headsail, I came back to that Lidgard 110. So I have literally gone around the world with one Lidgard headsail. It's an awesome sail, and it still looks good.

How and when did you shorten sail?

The main had three deep reefs, and I'd use them until about 30-35 knots. If I thought the wind was going to go over that, I'd change to the trysail for the simple reason that I didn't think I could get the main down in more than 40 knots. The trysail flew just as well and if it really started hooting I could get that down. Forward, in heavy wind I'd change down to a storm jib,

KAREN THORNDIKE SOLO CIRCUMNAVIGATION

August 4, 1996 — August 18, 1998

which I'd fly off the inner forestay.

Is it accurate to say you sailed conservatively? You know, "When you think about reefing, it's time to do it?"

Yes. I think that's the most important part in singlehanding — anticipation. You need to anticipate all the problems, and if the wind looks like it's going to crank up, you've got to reef right away, otherwise it becomes this white-knuckle job, usually in the middle of the night.

Bob Rice's forecasts must have helped in that department. When exactly did he come on board as a sponsor?

Just before Cape Horn, just before Christmas. It was a wonderful Christmas present. And yes, he made a big difference. When he said 40 knots would arrive at a certain time, it was almost always right on. He was truly amazing.

But it was a double-edged sword. His forecasts allowed me to relax in between the bad weather systems. But on the other side, I sometimes had four and five days to worry about the next storm.

Was he suggesting routes?

He was at first, then he realized how slow I was going. So he just said, "I can't route you around this stuff. I can only tell you what you have coming."

What did you do before Bob came on board?

Looked at the barometer! (laughs) Even with Bob's forecasts, though, I'd still look at the barometer, because there were a few times when small pressure cells would come through that maybe wouldn't show up on the big satellite picture. But not very often.

How and when did you sleep?

That was really hard. I think the hardest part of singlehanding is trying to get rest and stave off the fatigue.

It depended a lot on the weather and where I was. I took lots of naps, so if I had a problem and had to stay up for a while, I wasn't fighting sleep deprivation at the same time. If I didn't have any huge weather to deal with and I was out of the shipping lanes, I could sleep longer. The most I'd ever sleep at a time was two hours. I always set alarms — I had four little travel clocks — to make sure I got up.

Of course, the one time I almost got run over was way off the



"Humor is very difficult to have alone."



always working. The only time it didn't steer was in extremely light conditions, when it couldn't.

Least favorite?

I had an autopilot that could *maybe* steer the boat out of this slip. I never used it.

You mentioned the many messages sent to you. Give us some examples of those, and the people who sent them.

There are so many. Some were from friends and associates, but I would have to say the majority are from people I had never met. They'd ask me things about myself or the trip, because I encouraged questions to have that kind of interactive event going on. The kids were great, they

shipping routes, underneath the Cape of Good Hope. So, it doesn't always follow that just because you're not near the shipping routes you won't see ships.

What happened?

I had rounded the Cape of Good Hope three or four days before. We were running, before a building storm down around latitude 38 or 39 and here came this big freighter. He was coming north to get out of the big waves. He was heading right for me and didn't see me.

This was during the day?

Yeah. Very early in the morning. So I called him on the radio and he altered course. I think he would have definitely hit me because I wasn't going very fast. I had the storm jib up and was just chugging along.

You would have seen him on your radar, though.

I didn't have my radar on at that point. I turn it on and turn the alarm on when I'm close to traffic. But it's a real energy drain.

What were your favorite pieces of gear?

The Inmarsat C is definitely one. I can send email to anyone with an email address. To get a message back to me is not that easy. Because Comsat donated the satellite time, they asked that I restrict access to me because through the *goals* website, I was getting thousands and thousands of messages from people all over the world. So either John Oman or Cathy Main would collect those messages and send them on to me in a batch, either hard copy or fax when I got to land. Occasionally, though, they'd send a few of the better ones through. That really helped. I needed to hear from people just for the psychological boost (laughs).

Probably my next favorite piece of gear was my Aries windvane (named 'Fred', after Fred Noonan, Amelia Earhart's navigator). It's also the one that took the worst beating because it was

would ask me questions, or I would ask them questions and they would give the answers.

How did the school thing tie in? Was it certain grades?

Well, certain grades get more excited by this than others, if you will. And those grades — and this is just a generalization — seem to be fourth, fifth, sixth; you know, the 9, 10 and 11-year-olds who are just beginning to realize the world is a big, cool place. And of course a lot of it had to do with the teachers. Many educators designed their lessons based on a part of my trip, whether it was the ocean or the navigation or the animals in the sea. One teacher taught her learning-disabled students to count by having them count the number of days I was gone. The teachers really made it come alive for the kids.

Was there a best moment and worst moment in your trip?

The best moment was rounding Cape Horn, hands down. It was almost spiritual being down there. It was early January, and I had plenty of weather leading up to it, but the actual rounding was maybe 20-25 knots of wind, so it was a gift. And I was allowed to see Cape Horn.

The low point?

Probably the low point at the time, although in retrospect it didn't have to be that low, was when I was rounding Southwest Cape, New Zealand, the last 'great cape.' Because that was the worst weather I had — in excess of 65 knots and huge, huge seas. At that point in time I didn't think I was going to live through the experience.

Not live through it?

Right. When you're out there alone, in a big storm and huge waves far from land, you have to come face to face with the fact that, you know, I may not get through this one.

What sails did you have up in those conditions?

I was able to keep up the storm jib set on the staysail halyard and sheeted amidships.

interview:

What sort of speed were you making?

I don't know. My speedo gave out a long time ago, so I have to have the GPS on to tell what kind of speed I'm making.

No speedo? That's hilarious!

Do you know your best day's run?

I think that was just before the Horn. I'd have to look that up. John said I made almost 200 miles that day, but that's hard to believe. I don't know how I could make 200 miles in one day unless I was transported by *Star Trek*.

You know what your worst day was?

How about the worst week — about 4 miles backwards. (laughs). That was off Nicaragua when I had to go back and restart again. The worst leg was probably my last one, from Hawaii to here. It took 35 days to get here.

From Hawaii?

It was horrible. I had no wind. I saw the Big Island for three days.

We know what that's like. Was that your longest passage?

No. My longest passage was from Argentina to Hobart, Tasmania. Hobart was probably my most thrilling landfall, because it's such a beautiful place. But after 95 days, it was beyond beautiful.

I was also lucky enough to arrive there during the tallships event, and they made room for my little boat in the middle of all

these tallships and invited me to all the events. It was wonderful, just wonderful. I made friends there I'm sure I'll keep for a lifetime. Two of the people I met even came here to see me when

I arrived in San Diego — all the way from Tasmania! The wonderful people I met were really one of the unexpected rewards of the trip.

Can you expand on that a bit?

In the Falkland Islands, people invite you to stay in their house when you're just walking down the street. "I know who you are," they'd say. "You can come, and stay with me if you want to get off the boat for a while." At several stops, I would be asked to speak at schools and the kids were always wonderful. In Argentina, a woman came down to my boat who didn't speak a word of English. I speak very, very little Spanish. With sign language, she invited me to dinner at her house. When I went, she had hired an interpreter, so that we could have a conversation easily. We became very good friends as a result of that. You remember people who do that.

You mention the Falklands and Argentina. What's the political climate like there these days?

Well, the Falkland Islands are British. The people there are all very British. Argentina, of course, has always felt that the Falkland Islands, which they call the Malvinas, are theirs.

When I left from the Falkland Islands and went to Argentina,

*"After 95 days,
it was beyond beautiful."*

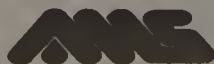
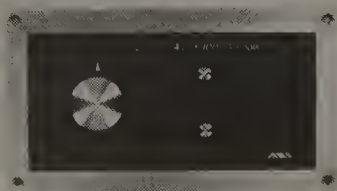
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Hal Roth - Santa Cruz 50 "My Alpha auto-pilot steered eighty percent of the time during my 27,597 mile BOC Round the World Race. The Alpha pilot was excellent in light following winds and the Alpha was also good in heavy weather and steered my ultra light Santa Cruz 50 on the day I logged 240 miles under three reefs and a small headsail. Just past Cape Horn I got into a severe gale and nasty tidal overfalls: again the Alpha saw me through that terrible day. Like Dan Byrne in an earlier race, I stand in awe of the performance of your autopilot. Not only were it's operation and dependability flawless, but the power demands were minimal."



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karen thorndike

in trying to do the paperwork to enter the country, they kept asking me my last port of call. As I said, my Spanish is not very good. It took me an hour to figure out that what they were interested in was not the fact that I had just come from the Malvinas. They needed to know my *previous* port of call, which was Tahiti, because they would not enter me from what they felt was their own country!

Did you give talks at schools at all your stops?

No. I didn't get to any of the schools in the Falkland Islands, because when I was there, they were out of school. Also, the schools in the Falkland Islands have mainly just little kids. Once the kids get to junior high and high school, they're sent to England. Yeah! (laughs) I was shocked, too.

The schools I ended up going to in Argentina were the ones that taught English as a specialty. So the kids could understand me just fine. In Tasmania it was great. I went to one school where the kids were so excited. The people in Tasmania are all so close to the sea that the children knew all about boats and everything. So I asked the class if anyone knew what one earring meant to the old time sailors.

Uh... er... something about funeral expenses?

Tsk, tsk. You don't know this? Old time sailors would get an earring when they rounded the Horn — in the ear closest to the Horn when they rounded it. But anyway, this little girl raises her hand and goes, "It means you're a pirate!" (laughs)

What are some other funny things that happened along the way?

That's an interesting question. (long pause) Humor is very

difficult to have alone. I love to laugh, I love to enjoy humor, but it's very difficult to have humor alone. You can appreciate a humorous passage in a book, but otherwise, without somebody to share it with, nothing is really funny. Ashore, the kids provided



'Amella' at rest. The boat withstood the rigors of the trip with typical British resolve.

most of the humor.

Any difficulties associated with being a woman?

No, actually, they all ended up pluses. I found that the men would regard me a little shyly sometimes, but they wanted to help me if I needed help. In fact, they wanted to help so bad that sometimes they would just do it for me. Like the time I had

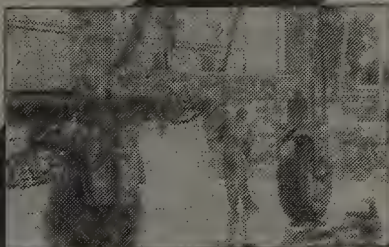
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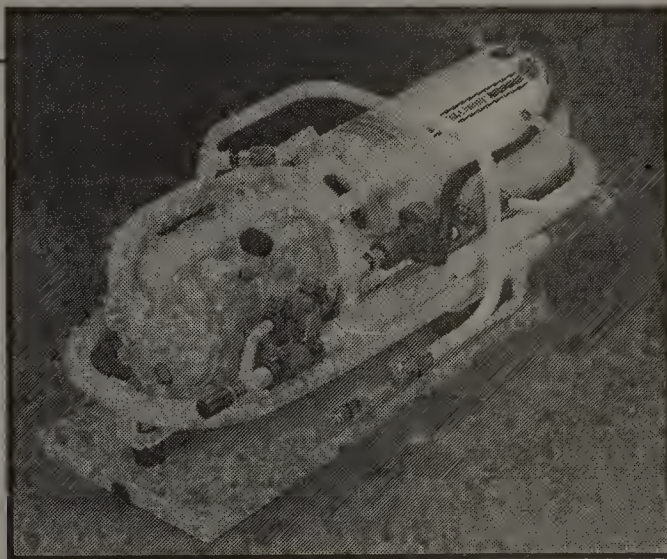
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interview: karen thorndike

an electrical problem in Argentina. So I asked one man, "Do you think this connection could be the problem?" Well, in five minutes, I had three men on my boat speaking rapid Spanish and taking everything apart. So it actually worked to my advantage.

What about safety issues? Did you strap in all the time? Wear a lifejacket?

I wore a jacket with a harness in it. As far as always being tied into the boat, I wasn't. Rather than have this tether hanging off of me, banging into things and chipping the fiberglass, I set up four tethers in different places on the boat. One in the cockpit, one by the boom where I'd furl the sail, one at the mast and one forward. So when I'd come out into the cockpit, I'd clip in. If I had to make a move forward, I'd unclip, dash up there — at the right time — and clip in when I got there.

When I got to Tasmania, a woman who ran Stormy Seas in Australia made a prototype jacket for me. Not only does it have a really good integral harness in it, which is much better than putting on a jacket and harness separately (I never could figure out which should go on first), but it also has the same inflatable bladder as their regular flotation jackets. The ripcord to inflate the jacket is on one side. On the other is a pocket just right for a personal EPIRB or strobe. I wore it a lot.

Did you ever come close to falling over?

Myself personally, no. The boat took a few spinouts, but never a major knockdown. The boat was incredibly balanced and I paid close attention to keeping her upright.

You mentioned the sails held up well. What about the rest of the gear?

Lots of stuff broke — padeyes, blocks, that sort of thing. The windvane pulled one of its lines apart once. But nothing was the fault of the equipment. It was all wear and tear and the awesome conditions I took that boat through. I never lost any halyards. I set the boat up with extra long halyards, sheets,

reefing lines, everything. And I was meticulous about cutting off the ends and adjusting everything for chafe. As for the boat herself, when I got back to Hawaii, I met someone with a tension gauge. I measured the tension of the shrouds, they hadn't moved at all. I still can't find any stress cracks.

Was this trip everything you expected it to be?

It was more, much more. It was much harder, and much more fulfilling than I ever imagined. I expected the huge waves and bad weather. But the consistency of the bad weather can wear you down. And the nonstop responsibility of the boat with nobody else to take that reef or give relief. It's very wearing after awhile. San Diego is the first place I've been since I left that I have not really worried about my boat. But everywhere else, I constantly had to worry — will the tradewind change around? Is somebody going to anchor on top of me?

Where do you go from

here?

I haven't figured that out yet. I know I have to go back to work. But until I get the boat home (to Seattle), the trip isn't quite over with yet. So I haven't had to face that issue.

Before I left, I worked in the film industry. I did script continuity, which is to say I took care of the written script during shooting and production. I may go back to that because it's what I know best.

On the other hand, I'm really excited about contributing to youth sailing. I gave a talk recently where the proceeds went to purchasing a Laser for the kids. If I can use the exposure from this voyage to help kids, particularly disadvantaged kids, learn to sail, I'll definitely do it.

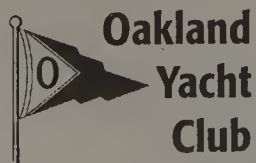
One last question: Are you glad to be back?

Oh yes. There are parts of the trip that I'd like to continue forever. But it's time for it to end — financially, especially. I'm not planning any more 'enormous adventures' anytime soon. But if I do decide to go back and visit any of the places I've seen (or the ones I haven't), this time I'll have company.



Karen models her custom-made Stormy Seas jacket in the homey main salon of 'Amelia'.

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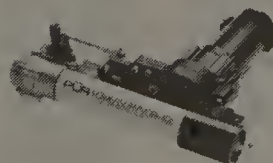
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Three Day Weekends can be exasperating. Everybody seems pressured to go somewhere or get something done. Invariably, this necessitates packing into a car and spending chunks of your precious free time in traffic. Is there anything more stressful and unvacation-like than sitting in holiday traffic?

If you're lucky enough to have a boat, you've got alternatives. If you get down to your boat on Friday night and don't leave until Monday morning, you will have had four revitalizing nights without the terrible T's: traffic and television. That should be enough to refresh your memory of what real life is about.

While it's possible to have fun at the dock with your family, friends and neighbors, we think it's best to get away. Destinations such as Clipper Cove, Angel Island and the lee of the Tiburon Peninsula are terrific for three-days — and they're close. Unfortunately, that usually means they're also pretty crowded. For those wanting something a little different, there's McNear's Beach/China Camp or the Petaluma River. For those with lots of energy and fast boats, there's the Delta.

We've done three days to all these places, and have had great times. But for the most recent Labor Day, we elected to visit a less traveled visited spot: the Napa River. At just 35 miles from Alcatraz — almost all of it fine downwind sailing — it's about 20 miles closer than the nearest Delta destinations. And when it's time to come home, you don't have to deal with the potentially nasty chop of Middle Ground.

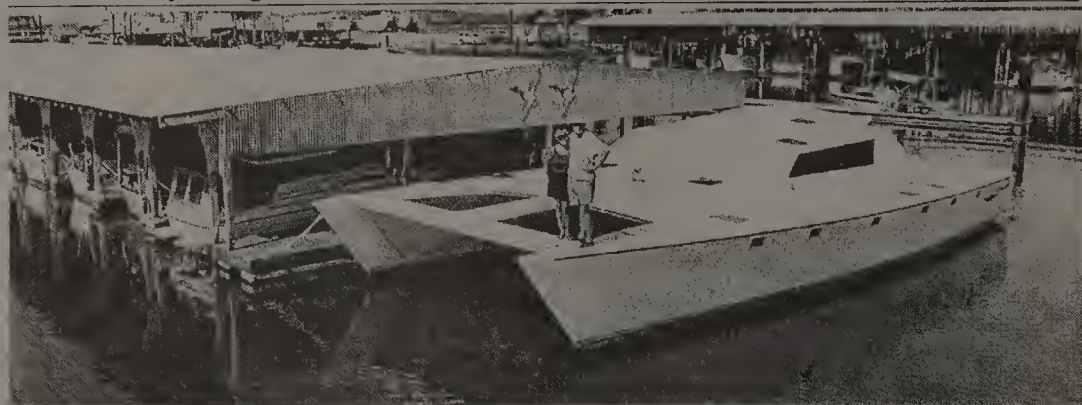
Our group of eight weekenders didn't depart Sausalito until nearly 1300 on Saturday. Hey, what's the rush on Labor Day Weekend? As anyone who was out that weekend knows, the weather was spectacular: warm sunshine, blue skies, a good breeze in the slot and light air ev-

erywhere else.

It's a tradition to start our three day getaways by sailing under the Golden Gate and Bay Bridges for the sole pur-

Bridge Gridlock.

We've probably sailed the Bay more



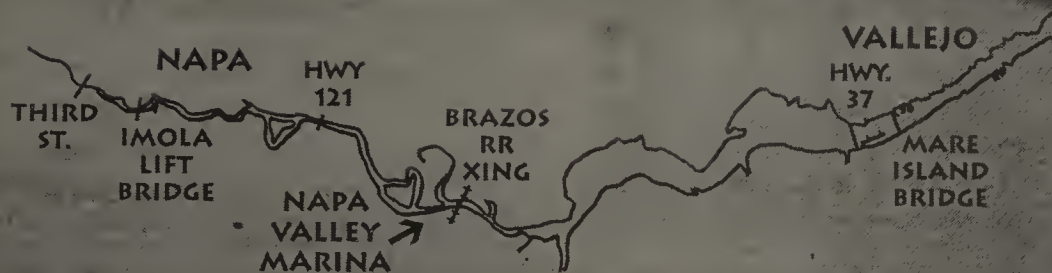
Spread; The wide banks of the Napa River, with the Brazos railroad bridge in the background. Inset below; Jerry and Diane Fuller aboard 'Manta', the lovely 55-foot Kelsall catamaran Jerry built between working hours. Further down; The three marine ways at Napa Valley Marina.



pose of being able to gloat over not being hostage to traffic. The only surprise was how light the traffic was on the Bay Bridge. Cal Trans had obviously scared everybody off with horror stories about what they believed was going to be the great Treasure Island Jazz Festival and

this summer than any of the last ten, and we've constantly been reminded how fortunate we are to be able to sail in the San Francisco Bay area. We've been to most of the great sailing destinations in the world, and can think of only a few whose scenery can begin to match ours. San

ON THE NAPA RIVER



Francisco is — from a distance at least — probably the loveliest city in the world, and Sausalito is America's most European looking waterfront town. The Golden Gate, Bay, and Richmond are three dramatic bridges. Alcatraz, Angel, Yerba Buena, and Treasure make for a variety of islands. In addition, we've got the undeveloped headlands, and Mt. Tam and Mt. Diablo in the distance. Having been born here, we used to take it for granted. But having travelled extensively for a number of years, we can finally appreciate what we've got.

Of course, San Francisco Bay has more than just skin-deep beauty, she has character in the form of a wide variety of excellent sailing conditions. We had, for example, a nice reach in light air and flat water past the aromatic Sausalito sewage treatment plant; dipped under the Gate in a brisk breeze; broad-reached along the spectacular Cityfront; threw in a couple of jibes before skirting the face of Treasure Island; then, after rounding Yerba Buena, power-reached along in the flat water in the lee of Treasure Island toward the North Bay. In less than an hour we'd enjoyed everything from five to 20 knots of wind, and cool to toasty temperatures.

As usual, the wind died in the lee of Angel Island. Since our Napa Valley destination was still 30 miles away and we were averaging less than a knot, the Wanderer thought about firing up the diesels. Juan de Juanderer, a distributor of spir-its and dispenser of spiritual advice, cautioned against it. "It's warm, it's beautiful, we've got friends, and I've brought some good reds — why would anyone

want to turn the engines on?" He was right, so we continued to 'enjoy the moment'.

After four more hours of 'enjoying moments', the sun was going down, a nearly full moon was about to rise — and we were drifting around San Pablo Bay in the vicinity of Pt. Pinole. Since we weren't familiar with the Napa River and hadn't made a marina reservation in Vallejo, we figured it would be wisest — and the most fun — to just drop the hook right there in San Pablo Bay. Although we were at least a half mile out of the shipping lane, it felt a little weird being out in the middle of nowhere. But then fishing boats do the same thing all the time, and the boat was well illuminated.

As everyone who spent the night across the bay at McNear's Beach anchorage can confirm, it was a supreme night to be aboard a boat on San Pablo Bay. It was not only warm, but dry, too. The moon was huge, the skies clear and the water flat. There wasn't anything wrong with the wine and steaks served on the yet-to-be-installed 75-gallon aluminum fuel tanks, either.

When dawn broke, it was still warm and dry, and the waters of San Pablo Bay were as flat as they'd been the night before. After a nice breakfast, we motored a couple of miles until a three-knot breeze came up, at which point we hoisted the sails to continue our 'Fast is fun, but slow isn't bad either' approach to the weekend. As we inched along the breakwater leading to Vallejo, everyone traded stories of charter adventures around the world and listened to tunes. Once again, the moments turned to hours.

To rebel against the regimentation of workaday life, the Wanderer likes to keep his sailing spontaneous. So while we knew there were several bridges and sets of powerlines that needed to be ducked between Vallejo and Napa, we never bothered to check the opening regulations or vertical clearances. We'd 'cross' those bridges when we got to them.

The Mare Island Causeway Bridge.

With so few other sailboats active on the Napa River, you feel like waving at everyone — especially if they have a lovely wood ketch.



NO WHINING



Dreaming of the blue waters of the Caribbean, the 'Profligate' crew take a group dip in the brown waters of the Napa.

with a big sign that read "Two Hour Advance Notice Required", was our first obstacle. When we dialed the phone number on the bridge, we got the — the local water district!? They said they'd call the bridgetender, who was supposed to be on duty. It turned out the tender was right there where he was supposed to be, waiting for us to give the blasts on our horn. When we did, the bridge started going up, and it looked like it was going to be a no-brainer.

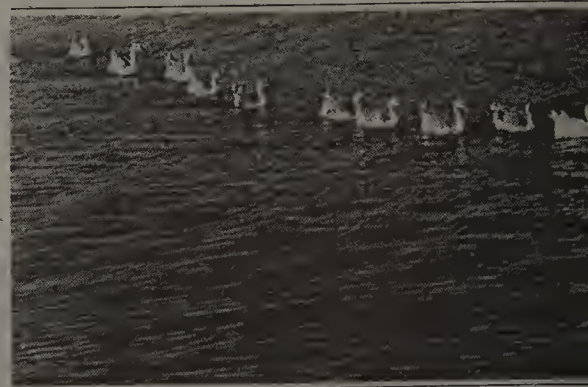
But it was a brainer. The top of *Profligate's* mast is about 85 feet off the water, while the vertical clearance of the bridge is listed as 100 feet. It wouldn't have been a problem — except the bridgetender hadn't raised the bridge all the way. As our crew stood there scratching their heads trying to decide who didn't know what they were doing, the folks in cars waiting for the bridge to lower started tooting. Traffic makes people grumpy. Finally the bridgetender came out and waved us through. We took a couple of deep breaths, gave the diesels power, and charged ahead. We made it with room to spare.

It was only about an eighth of a mile to the Highway 37 overpass, which also has a listed clearance of 100 feet. It wasn't a problem either — except for the few anx-

ious seconds when no matter what any chart says, the mast still seems like it's going to hit. Nor were the overhead powerlines a mile or so further up the river, the Brazos railroad bridge, or the Highway 12 overpass. As it turned out, we could have made it all the way to Imola Avenue in downtown Napa without any vertical impediments.

But here is the mystery of the Napa River: where does all the water come from? After passing under the Highway 37 bridge, the Napa opens to nearly Mississippi-like expanses for several miles. The Napa water is as muddy as the Caribbean is blue, and according to the charts, it's 15 to 25 feet deep in the wide channel. We can't confirm the depths because both our transducers were taking the weekend off, but where could so much water be coming from?

After several more miles, we encountered what looked like a false fork in the river at lucky channel marker #13. The most obvious landmark, however, was not the channel marker, but rather the two big Budweiser trailers parked in front of a house a couple of hundred feet behind the marker. We don't know if this part of the river has a name, but all along the northwest shore is a long line of houses, most of which look as though they'd been built in the '40s or '50. Just about every house has a dock in back with a boat. The boats were of every kind you could



imagine — and some you couldn't. Curiously, most of the homes seemed to have motorhomes parked nearby, too.

About a quarter mile past the Brazos RR bridge — which bears a strong resemblance to a football goal post — we stumbled upon the Napa Valley Marina. We hadn't been there by boat in a while, and were surprised to be reminded how large a facility they have. The marina is mostly occupied by smaller powerboats, but it looked like there were at least 100 larger boats of all kinds hauled out or in long term storage. As we turned around near the launch ramp, Danny Giovannoni, one of the two brothers who own the marina, ran down the long dock and suggested we take one of the endties. You don't get that kind of service at most city marinas. Anyway, we told Danny that we wanted to mosey on the river for a couple of hours and would re-

A little bigger than the Pier 39-based 'Adventure Cat', 'Profligate' is perfect for taking lots of folks sailing. We hope that you'll be one of them.



ON THE NAPA RIVER



Without the constant roar of powerboats — such as found in parts of the Delta — the Napa River is ideal for families with young ones.

turn before, sundown. But the marina looked inviting in a tranquil country sort of way.

Years ago friends had told us they enjoyed spending the night at an unusual anchorage called Horseshoe Bend, an offshoot of the Napa just past the Highway 12 overpass. So we checked it out. What makes it unusual is that it's surrounded by a line of old eucalyptus trees, open fields, and tule bushes. If a photograph were taken from a distance of a boat in Horseshoe Bend, it would appear to be on the hook on a rise in Kansas — because the river level is considerably higher than the surrounding vineyards and grazing land.

Even though *Profligate* draws less than four feet, we decided that Horseshoe Bend looked like bad luck. It was good intu-



ition, because Danny Giovannoni later explained that the bend, which had been part of the original path of the river, had been silting in ever since one end had been dammed shut years ago.

We thought about continuing further up the narrowing Napa, but decided against it. Not having a working depthsounder was a factor, as was the riverbank beginning to look industrial on one side and like cattle country on the other. True, a couple of large powerboats had passed us going upriver, and we knew there was something called Napa Yacht Club — which is actually a housing and marina development — another mile or so up.

Finding a wide spot in the river about halfway between the Napa Valley Marina and the Highway 12 overpass, we tossed out the hook. We weren't sure if it was legal to anchor there, so we remained ready to move at a moment's notice. But when a boat full of Coasties and later a boat full of Napa Police motored by without arresting us, we figured the spot was cool as a daytime anchorage.

The one thing that wasn't cool was the air temperature. It was so hot that we briefly thought about cooking hamburgers on the transom steps rather than on the BBQ. And it was so hot that even the brown water of the Napa looked tempting. It took our breath away for the first five seconds after we dove in, but after that it was pleasantly refreshing for a long swim. Gals being gals, they started washing each other's hair in the brown stuff. Guys being guys, they started swimming under the hulls, picking at bottom growth, and doing cannonballs off the aft beam.

The vessel traffic along the Napa is mellow: a couple of big powerboats from the City heading north, a couple of small flocks of jet skies, a few small fishing boats, and lots of families in powercruisers that looked like they'd been in the family for generations. On this weekend at least, the Napa wasn't overrun with the roar of muscle boats so common on the Delta. *Profligate* is a particularly voluminous boat, so it was understandable that she got a lot of gawks. But folks on the Napa were friendly, always quick to return a wave or smile.

Always curious to know what's around the next bend, the Wanderer and the Juanderer hopped in the inflatable and charged off toward Napa. After the Highway 12 overpass, the rock-reinforced river banks gave way to crumbling mud shores — complete with cattle drinking

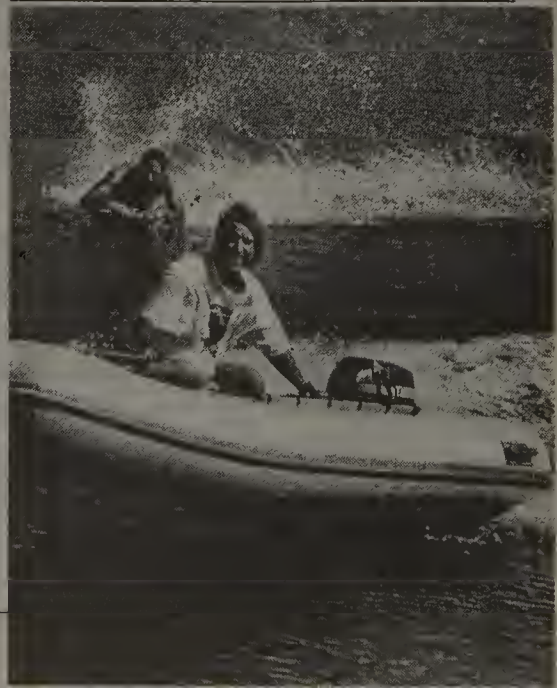


Dan Giovannoni, who owns Napa Valley Marina, points out that the marina store has a good selection of both bottom paint and cabernet.

and pooping right in the river. No wonder the Napa is so brown. Further up, however, the scenery improved and there were running trails and picnic spots along the shore. Even though we knew it existed, we were shocked to come upon the Napa Yacht Club housing/marina development, just east of downtown Napa.

We got an even bigger shock a few hundred yards after passing beneath the Highway 121 bridge — which will keep all but the shortest sailboats out — to discover that the city had closed the next bridge, the Third St. bridge, to traffic in

Whip it! Whip it good! If you do, all you need is a 15 h.p. outboard to give somebody a heck of river ride on a boogie board.



NO WHINING

order to create an 'orchestra pit'! Let's see Willie Brown pull that one off on the Golden Gate! The audience was already gathering for the night's performance — which would include fireworks — in small powerboats tied to the shore and with blankets and picnic baskets along the riverbank. This being America, not 200 feet away was another underpass, this one populated by shabby looking folks occupying a number of equally shabby looking couches.

Although snags further up the muddy river made it clear the water was getting shallow, the Wanderer and Juanderer intrepidly continued on at perhaps irresponsible speeds. But what interesting scenery! On one side of the river somebody was raising fowl, on the other side were several small homeless encampments. With more snags sticking up from the bottom of the corkscrewing river, the thrill of discovery was overcome by the fear of a broken prop — and having to drift several miles back downriver without any beer. Even Columbus would have turned back.

Once back to the mother ship, we hoisted anchor and motored the half mile



The fuel dock at the Napa Valley Marina. They don't have cold drinks, but they've got fuel and plenty of time to chat.

or so to Napa Valley Marina. No sense in losing sleep thinking about getting crushed by a barge in the middle of the night. We took an end-tie near the fuel dock. From what we could tell, the only

other weekend visitors from the Bay were a trio of folks from Alameda aboard a Columbia sloop.

A few months ago in *Latitude*, we described the Napa Valley Marina as "funky" — in the best sense of the word, mind you. Owners Tom and Dan Giovannoni took some exception to the adjective after complaints from some of their customers. Having had a closer second look, we have to admit that that marina is funky — in the best sense of the word, mind you.

The first thing inside the marina basin is the fuel dock and its office — which occupies a vintage houseboat. We went over to visit with staff, who were relaxing outside watching the Raiders get their usual thrashing on television. Always eager to support local businesses, we asked what kind of cold drinks they had. "We just have fuel," they responded. It being a fuel dock in a hot area, we thought they were kidding. But one peek inside the office and it was clear they weren't. Nice guys, though, taking life easy.

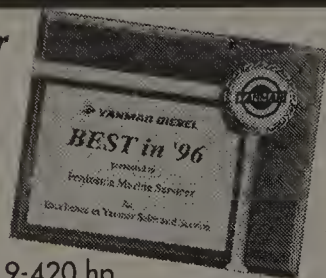
So we walked up the docks to the main office, where we met Giovannoni and signed in. Danny's a nice guy who runs a well-stocked combination chandlery and

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ON THE NAPA RIVER

food store. There are not many places where the selection of fine wines is just a couple of feet away from the selection of fine bottom paints. And they had some tri tips that BBQ'd up nicely, too.

While the docks are a little old, they were fine with us. The berthing fee, less than 40 cents/foot/night, suited us well also. The price includes the use of showers and heads, which weren't brand new or particularly spacious, but everything worked — and even the gals didn't complain. The marina has a huge BBQ pit and a big picnic area overlooking the docks and country scenery. If you and five to 10 friends with boats are looking for a great place to kick back, in our estimation the Napa Valley Marina fits the bill perfectly. Not only that, it's not too far of a taxi ride to the heart of the wine and dine country.

While mixing sundowners, we were visited by Jerry and Diane Fuller. We'd written about the couple a year ago, as they were about to launch the 55-ft Derek Keisall-designed catamaran that Jerry built in a barn near Yuba City. Christened *Manta*, she's a lovely boat with a completed finished off interior. The couple live



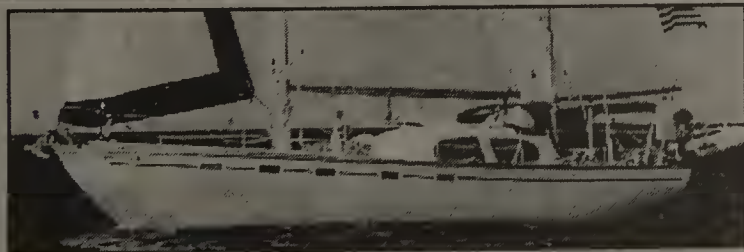
Shannon Yoffie, after a swim in the refreshing Napa River, exhaults in the exceptionally fine Labor Day Weekend weather.

aboard, are saving up for the mast and sails, and hope to be flying a spinnaker under the Gate next summer. Meanwhile, they enjoy life and the rich variety of folks around the marina.

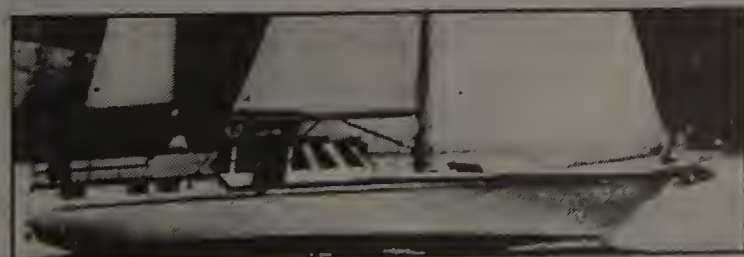
As our crew inspected *Manta* in the failing light of dusk, a monster moon, tinted orange, rose over the hills in the east. It was serene and still — at least until the Juanderer started howling at the orb. It turned out to be another lovely evening of good folks, good food and good weather — all the more so because another crewmember made the 50-minute drive up from San Francisco to join us.

After an easy morning of showers, breakfast and buying willy nilly in the marina store, our crew bid goodbye to our new friends, and headed back up river. It was already noon and warm once again. If you've got a dinghy, a 15 hp outboard, and a boogie board, you can't water ski — but you can still have some fun. With cooperation between the puller and the pullee, the two of you can get planing, and then, 'whip' the boogie board rider in a bigger circle, resulting in some pretty impressive speeds and G-forces.

After an hour of cheap thrills, it was time to head back home. Back past the old houses, past the wide river, and under the bridges and overhead wires. It was late afternoon as we raised sail near Mare Island, and stuck our nose into Carquinez

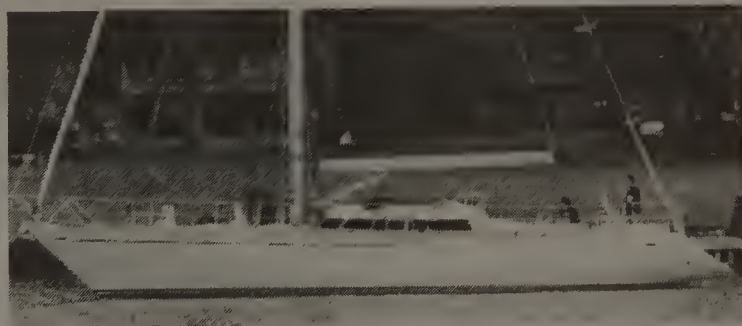


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ON THE NAPA RIVER

Straits. The wind was light and it was flooding pretty good, but the flat water and toasty air kept anyone from complaining.

For reasons we'll not go into, in the 11 months *Profligate* has been in the water, we've never put the daggerboards down. For one thing, at speed she points surprisingly well without them. But here we were in the straits and some folks sail by in a fine looking 50-footer with nicely cut plastic sails. Not only do they sail higher and faster than us, they do it while towing a dinghy. And in half an hour, they've completely left us in the dust.

Catamarans are notoriously sluggish in light air, but this was unbearable. In exasperation, the Wanderer threw out the idea of putting the boards down. Before there was time for any discussion, the Juanderer was leading the effort to wrestle them down. Thanks to a couple additional knots of true wind, and a couple more knots of apparent wind from pointing higher, the big cat started to prowl. Eight knots, nine knots, 10 knots, and more. Not only was she pointing higher than before, but she was steering sweeter and tracking better. As couples took turns



Big ketches, little sloops, big cats and little tris — all kinds of boats enjoy the hospitality of the Napa Valley Marina.

riding the bow, they were still in shorts and bareshirted, for despite the 20 knots of apparent wind, it was still warm. And better yet, we were quickly reeling in the 'competition'. It was truly ideal sailing in ideal sailing conditions:

As we returned to the Central Bay at nearly 1730, it was still warm and still clear — but the wind was blustering to

30 knots. But it quickly died, and the boat and crew kissed the dock back in Sausalito just before sundown. In the annals of three day sailing weekends, it had been as good as any: great folks, great boat, great sailing, great scenery, great food and great wine. Which is why when we get up each morning, we thank our lucky stars that we live — and sail — in Northern California. You should, too.

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"...I have found your books and videos an invaluable tool in helping me determine what I need to go cruising. THANK YOU! A.B., by e-mail"

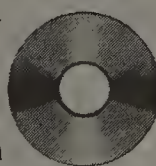
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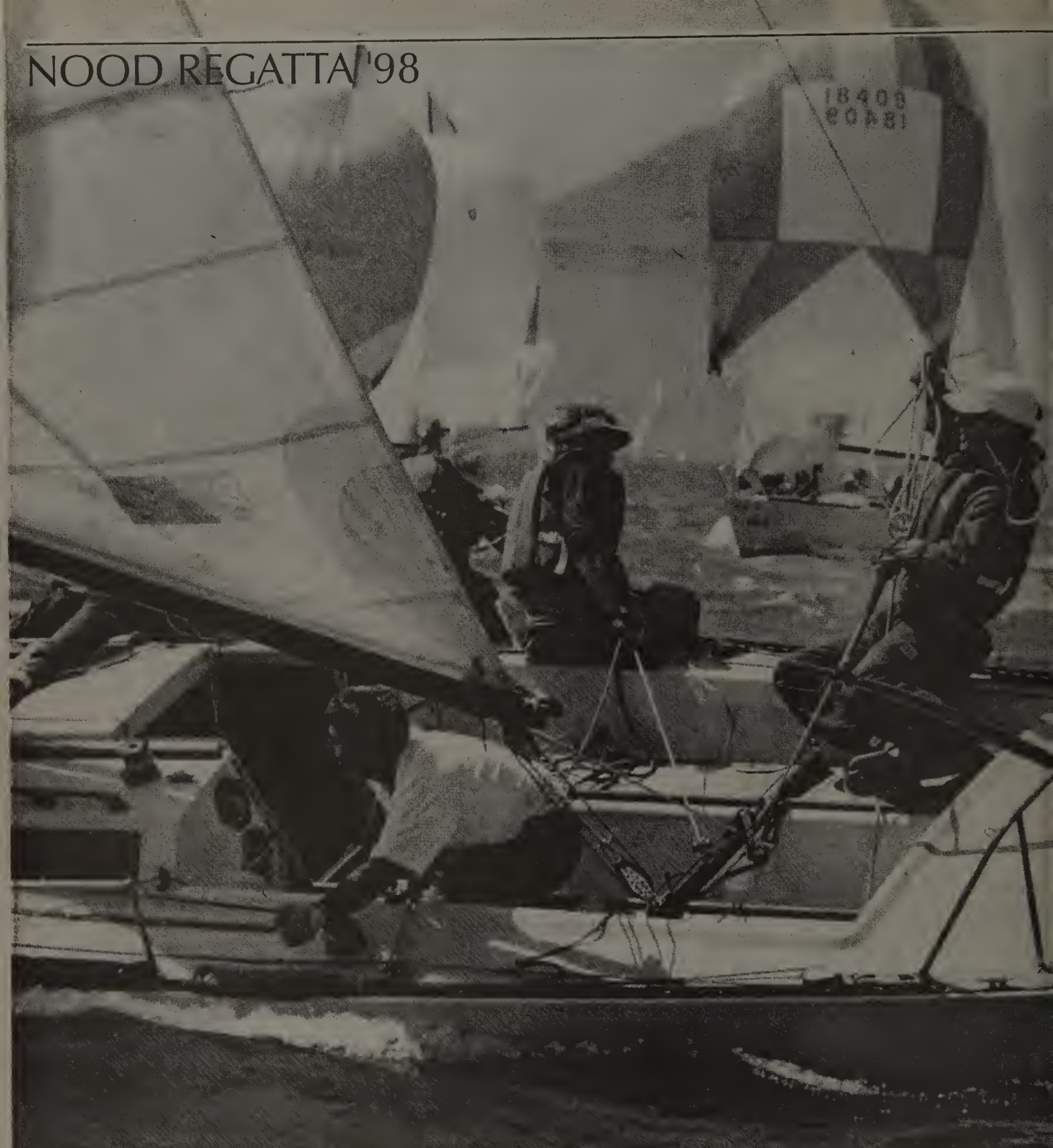
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NOOD REGATTA '98



The GMC Yukon/*Sailing World* National Offshore One Design (NOOD) Regatta attracted 124 boats and some 650 sailors for two days of spirited racing and shoreside fun on September 5-6. Hosted by St. Francis YC, the Cityfront regatta featured two pleasant races each day for the 11 assembled one design classes. "This is the Big Boat Series scaled down,"

said Seadon Wijsen, who took second in the 30-boat Melges class. "Same club, same race venue, same race management and lots of the same people. Being one design, you could almost say it's better!"

The Melges 24 contingent, comprising one quarter of the fleet that weekend, included hot boats from up and down the West Coast. They began the weekend early

with a pair of races on Friday, sailed in winds up to 22 knots. It was enough to cause some good wipeouts — one boat, David Wadbrook's SUV, capsized and stayed over when the bulb fell off her keel. The winds abated on Saturday before touching the high teens again on Sunday, the full gamut of conditions. Newport Beach hotshot Argyle Campbell put

— THE LITTLE BOAT SERIES



together the winning Melgi combination, sailing *Rock & Roll* to a 7,8,2,4,2,6 series to beat Seadon by four points.

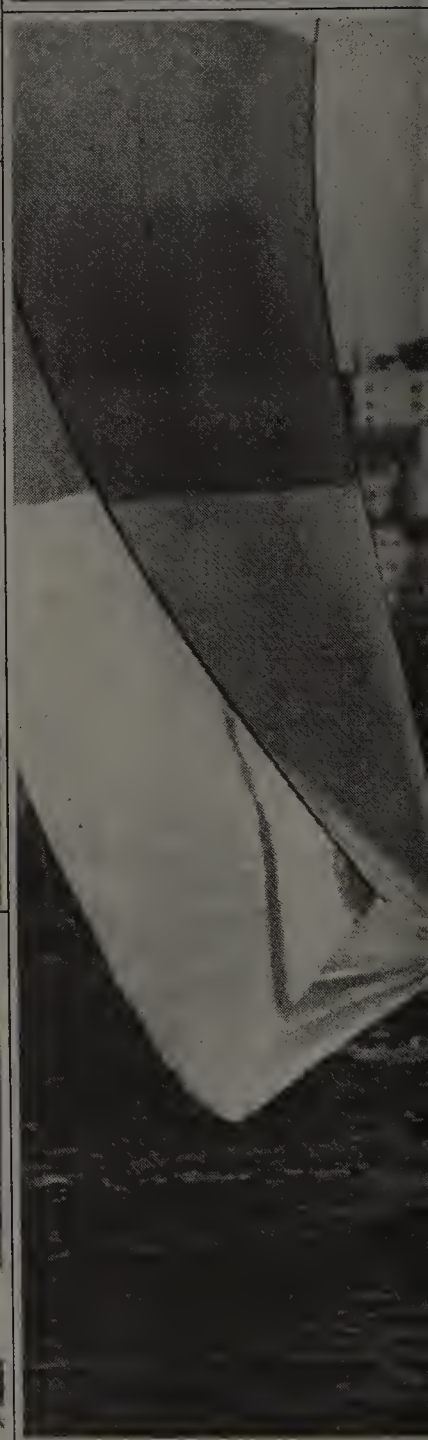
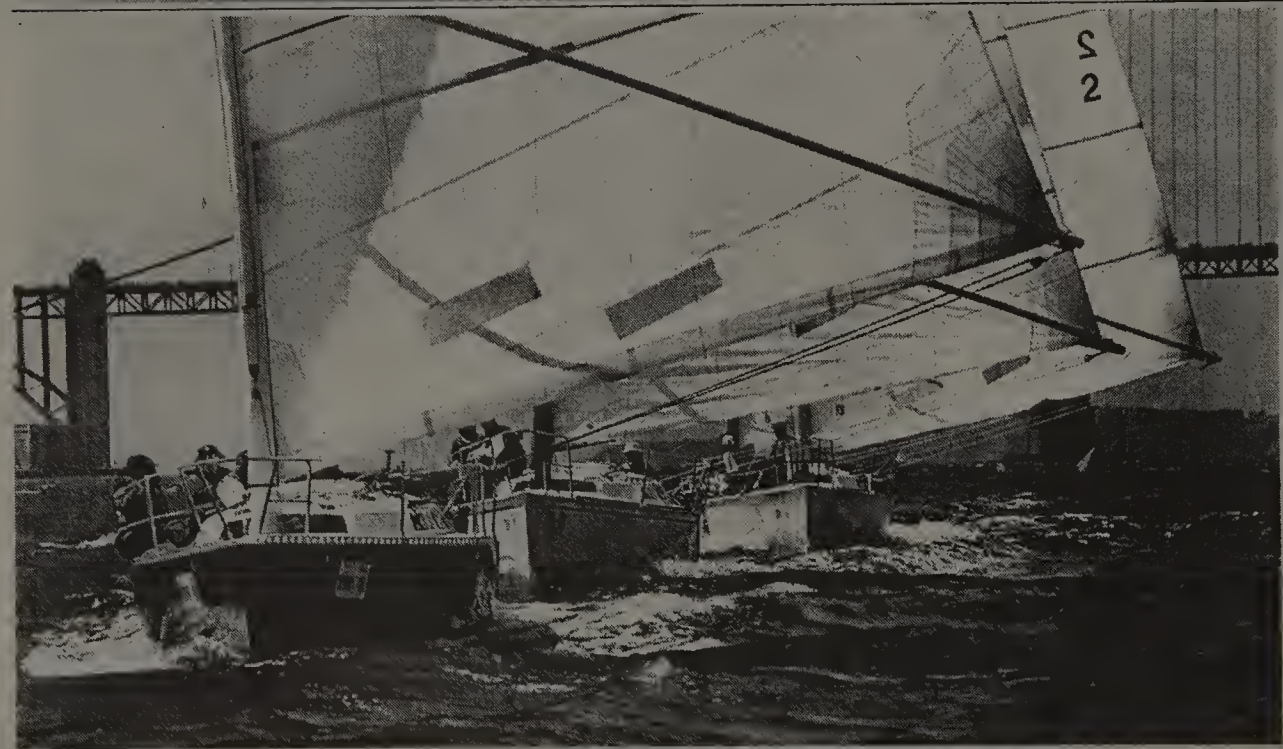
There was some serious sailing going on in the 17-boat J/105 fleet, too. Newcomer Ian Charles of Sausalito drove his *Sail's Call* to a fine 1,6,2,1 performance, serving notice that the 'world order' in that class is changing. Nick Gibbens, another

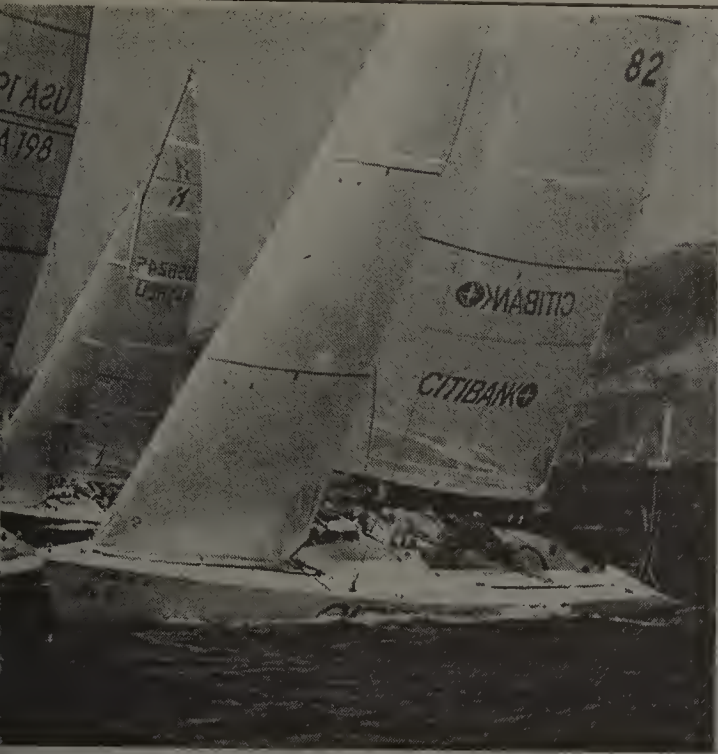
new owner, also walked away victorious in his first major Express 27 regatta — his *Shenanigans* nuked that 14-boat class with a 2,2,2,1 tally. The seven-boat WylieCat 30 fleet, won by Steve Wonner's *Uno*, was also noteworthy — this was the first significant one design gathering for this fledgling class. The usual suspects won the other classes, some of which —

Hawkfarms, J/29s, 11:Metres and J/35s — were hurting in terms of numbers.

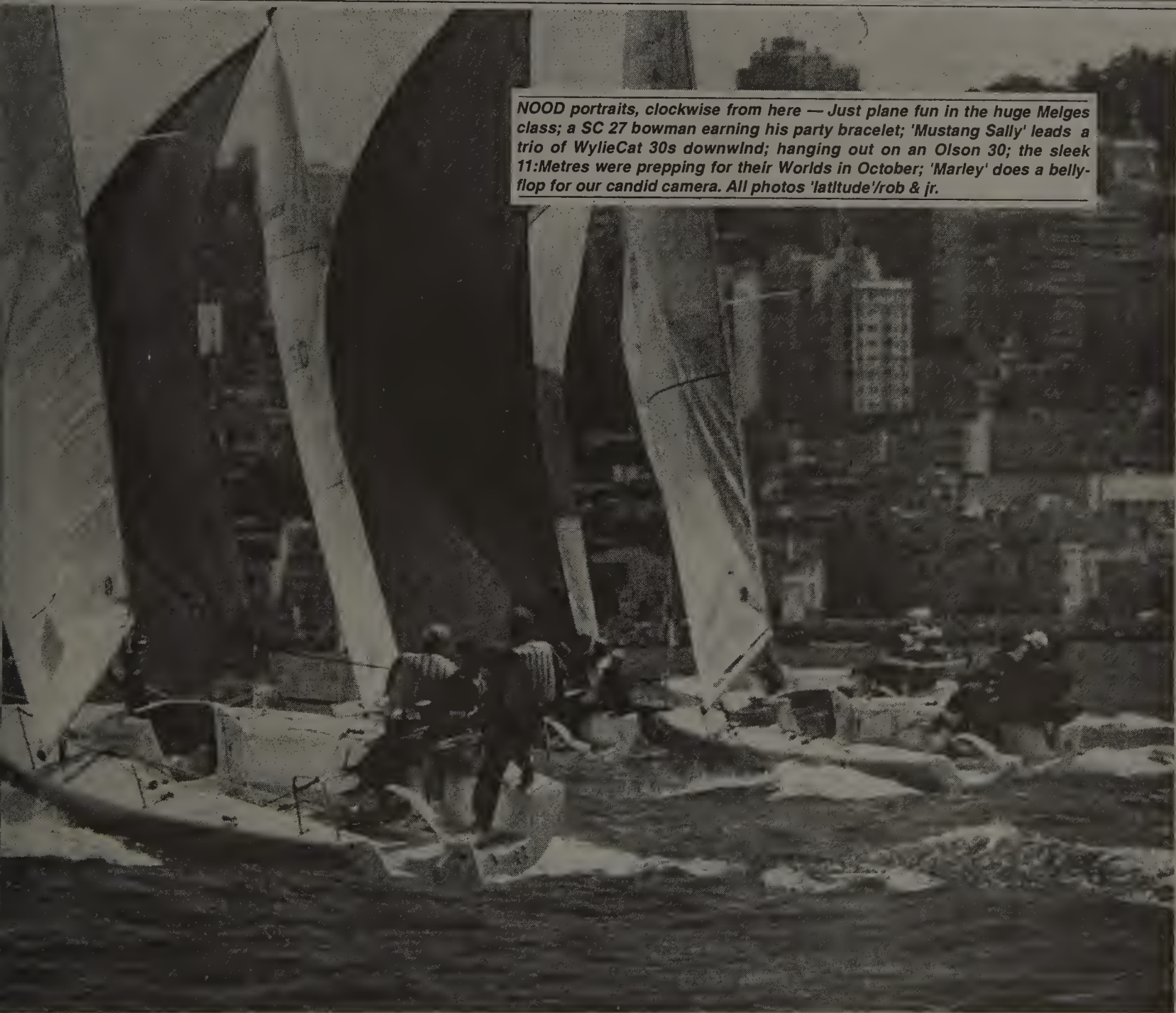
The regatta, one of a series of nine NOODs across the country, was excellent again this year, as it has been since its debut here in 1990. As usual, there were a million stories in the 'naked city' — but in this case, we'll let the accompanying pictures and results do the talking.

NOOD REGATTA '98





NOOD portraits, clockwise from here — Just plane fun in the huge Melges class; a SC 27 bowman earning his party bracelet; 'Mustang Sally' leads a trio of WylieCat 30s downwind; hanging out on an Olson 30; the sleek 11:Metres were prepping for their Worlds in October; 'Marley' does a belly-flop for our candid camera. All photos 'latitude'/rob & jr.



NOOD REGATTA '98

FINAL RESULTS

J/24 — 1) **Alr**, Ried McLaughlin/Susie Gregory, 7 points; 2) **Downtown Uproar**, Wayne Clough, 12; 3) **Nixon Was Cool**, Julie Wiard, 14; 4) **Color Blind**, Charles Griffith, 14. (10 boats)

MELGES 24 — 1) **Rock n' Roll**, Argyle Campbell, 29 points; 2) **#282**, Darin Buchalter/Seadon Wlisen, 33; 3) **Monsoon**, Bruce Ayres/Don Jesberg, 37; 4) **Not the Family Bulck**, Micheal Stone/Shawn Bennett, 40; 5) **White Loaf**, Scott Elliott, 40; 6) **Twist & Shout**, Jessica Lord, 46; 7) **#302**, Mark Golison/Steve Flam, 48; 8) **#3**, Dave Ullman, 48; 9) **Gold Rush**, Albert Golison, 52; 10) **Sea Monster**, John Oldham, 57. (30 boats)

SANTA CRUZ 27 — 1) **Hanalei Express**, Rob Schuyler, 8 points; 2) **Jersey Girl**, Greg Miller, 9; 3) **Clao**, Andy Carson, 11; 4) **Cruzin**, Barry Hopkins, 13. (10 boats)

EXPRESS 27 — 1) **Shenanigans**, Nick Gibbens, 7 points; 2) **New Moon**, Carl Schumacher/John Franklin, 12; 3) **Swamp Donkey**, Scott Sellers, 14; 4) **Baffett**, Tom Baffico/Forrest Baskett, 17; 5) **Bessie Jay**, Brad Whitaker, 21; 6) **Summer Palace**, Bart Harris, 22. (14 boats)

HAWKFARM (Nationals) — 1) **Predator**, Vaughn Siefers, 5 points; 2) **El Gavilan**, Jocelyn Nash, 12; 3) **Eyrie**, Tom Condy/Sylvia Seaberg, 12. (6 boats)

J/29 — 1) **Wave Dancer**, Richard Leevey, 7 points; 2) **5150**, Hans Bigali, 8; 3) **Advantage II**, Graham Churchley, 9. (6 boats)



Express 27 designer Carl Schumacher called his 'New Moon' to a second in division.

OLSON 30 — 1) **Wildfire**, Keith Lorence/Michael Ellis, 7 points; 2) **Stray Cat**, Rebecca Dymond, 11; 3) **Zephyros**, Kim Dincel, 14; 4) **Jack's Back**, Jack Easterday, 17; 5) **Formerly Express**, Dean Daniels, 21; 6) **Hoot**, Andy Macfie, 22. (14 boats)

WYLIECAT 30 — 1) **Uno**, Steve Wanner, 8 points; 2) **Sea-Saw**, Chris Boome/Dave Vickland, 12; 3) **Silkys**, Steve Seal, 14. (7 boats)

J/105 — 1) **Sall's Call**, Ian Charles, 8 points; 2)

Blackhawk, Dean Dietrich, 14; 3) **Walloping Swede**, Tom Kassberg, 15; 4) **Speedwell**, Thayer/Watts, 19; 5) **Advantage 3**, Pat Benedict, 21; 6) **Jose Cuervo**, Sam Hock, 23; 7) **Bella Rosa**, Dave Tambellini, 24. (17 boats)

11:METRE — 1) **Piper Jaffray**, Tim Duffy, 8 points; 2) **Red Bull**, Tim Wells, 10; 3) **Altoids**, John Sweeney, 12. (5 boats)

J/35 — 1) **Major Damage**, Dave Wilson & Chris Perkins, 4 points; 2) **Fast Lane**, Bob & Kathy Patterson, 8; 3) **Jabiru**, Brian Dunn/Bill West, 13. (5 boats)

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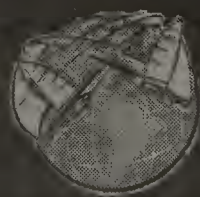
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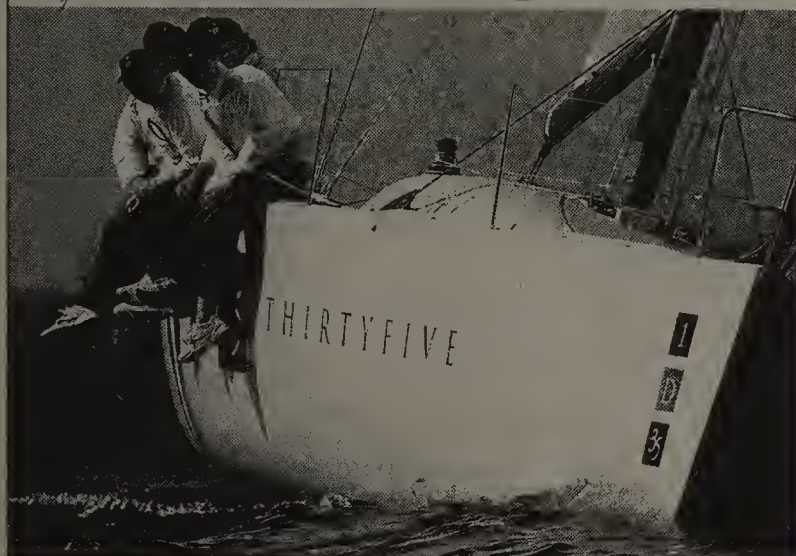
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A CARIBBEAN TROUBADOUR

You won't find the name Foxy Callwood in the sailing record books. He's never won a major regatta or had his name engraved on a pewter mug, yet his renown among well-traveled sailors prob-

'cruising', Bill and Grace sailed into the Virgin Islands aboard their beautiful 72-ft Glousterman schooner, *Nordlys*.

"One of the first people we met was Foxy," Bill recalls. "We found him asleep in a hammock!" Like most of the men on the totally undeveloped island of Jost Van Dyke, Foxy made his living as a fisherman. He'd dive for lobsters and capture reef fish in traps, then sail his catch to market in St. Thomas — 16 miles away — aboard his hand-hewed Tortola sloop.

On one of their first meetings, Foxy took Bill and Grace out to the fringing reef at nearby White Bay for a lobster hunt. Later, they boiled up their catch over an open fire on the beach and toasted the simple riches of the islands with a few tots of rum.

It was about that time when some of the early pioneers of yacht chartering encouraged Foxy to set up a little bar so they'd have someplace to bring their guests. He was the obvious choice for the job, says Bill. "Even then,



COURTESY BILL & GRACE BODLE

Seen here shortly after returning to Jost from Europe, Foxy and Tessa have enjoyed a 28-year romance, despite their radically different roots.

at age 28, Foxy seemed to be 'the man in charge' on the island."

And so it was that Foxy's Tamarind Bar was born. Perched right on the beach in the shade of lofty coco palms, he built an open-air, thatch-roofed shack that soon became a 'must' stop-off for every passing sailor, and has retained its funky charm to this day — although it's become quite a bit more sophisticated in recent years. From Day One, Foxy's charismatic personality, mischievous wit and infectious style of Calypso crooning kept the area's first charter boats — like the fa-

Pictured here aboard '*Nordlys*' during a Grecian yacht race, 'The Fox', at age 32, gained a worldly education — and a wife — while touring the Med and Aegean during the summer of 1970.

ably outshines most of the men and women we think of as sailing's superstars. And he's a whole lot more fun to hang out with.

If you haven't had the pleasure of visiting Foxy's waterside bar on the tiny British Virgin Island of Jost Van Dyke, believe us when we tell you there's something very special about it — an unseen force hovering around the place seems to dictate "all who pass here will have a good time." Much of that mystique, of course, has to do with Foxy's larger-than-life personality and the fact that just about any day of the year, he can be found strumming out Calypso melodies to whomever chances by.

We had a chance to catch up with Foxy and his English-born wife Tessa last month when they passed through the Bay Area en route to Fiji and Australia — making a grand tour in honor of Foxy's 60th birthday.

Foxy and Tessa have lots of friends in the Bay Area, but probably none more dear than Bill and Grace Bodle, who now own Stone Boatyard in Alameda. To hear them talk about the 'good old days' when they first met Foxy, is to time-travel back to an era when the Caribbean was truly a sleepy paradise.

Back in 1966, before the act of leisurely voyaging under sail had earned the name



VISITS THE BAY

mous schooners *Maverick* and *Romance* — coming back week after week to hear his bawdy ballads and slam down a few rums.

After being introduced to the concept of chartering by trailblazers like Jack and Dee Carstarphen of *Maverick*, Bill and Grace soon got into the game themselves. As they toured their guests through the islands, they made it a point to stop at Great Harbor every week and visit 'the Fox'.

Political correctness hadn't yet been conceived, luckily for them, which allowed Bill and Foxy to carry out crazy charades practically every time they'd meet. While unsuspecting tourists watched in horror, Bill would storm into the bar in a huff and a battle of unspeakable racial epithets would ensue. "Get the hell out of my bar you honky bastard," Foxy would yell in mock sincerity.

"You'll have to throw me out, you black S-O-B," Bodle would counter with a smirk. Eventually the uninitiated would

catch on that their rantings were all in good fun — albeit in questionable taste. Sometimes they'd get *really* carried away. "We'd sail in and anchor as close to the shallows as we could," Bill recalls, "then get out the flare guns and start firing at the bar, trying to set the thatch on fire." Foxy would run out to the beach laughing, firing back at the boat with his .22. As wacky and twisted as it sounds, those were times both men remember fondly, and the bond between them hasn't tarnished over the years. Reflecting back, Foxy says, "Bill was actually a man with absolutely no prejudice."

tion that they moved *Nordlys* from port to port trying to find him a wife. When they reached London, Foxy finally met Tessa, who was working as a bar maid. "I grabbed her up, took her back to the boat,



COURTESY BILL & GRACE BODLE

Bill and Grace aboard 'Nordlys' in '70. She was among the first charter yachts to 'split seasons' between the Caribbean and the Med.

and m-a-n, we set sail for the Caribbean." They've been together ever since.

After a few years in business, Foxy had developed friendships with virtually all the local charter skippers. "But these guys used to get pissed off at me," says the wide-eyed West Indian, "because every time a charter boat would show up with a good-looking cook, I'd invite her ashore to spend the weekend with me. Eventually, Bill said, 'Foxy, we've got to get you a wife.'"

The way Foxy tells it, Bill and Grace got him drunk one night and invited him out to the boat to sleep it off. When he woke up the next morning, they were under sail, headed for Europe. He had his guitar with him, but no shoes — he never wore any then, and rarely does now. (In fact a few years ago he was kicked out of San Francisco's Hard Rock Cafe for lack of footwear. The waiter simply would not give in to the pleadings of his hosts, ex-Caribbean residents Tom and Bonni Funkhauser, who tried to explain, "You don't understand, he comes from an island where no one wears shoes.")

"There was snow on the ground when we pulled into the Azores," Bill recalls, "but there wasn't a pair of shoes on the island that would fit his big feet. When we got to Gibraltar, we finally bought an oversized pair that was built as a display-case novelty."

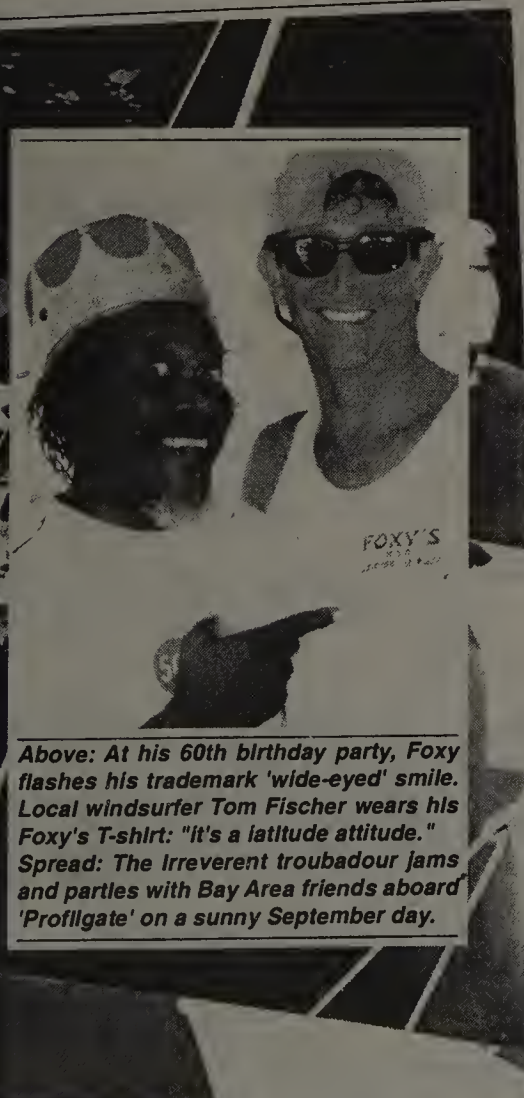
Foxy has a whole hilarious shtick worked up around the events of that memorable summer season. And there's at least a shread of truth in his recollec-

Today, Foxy is probably the most famous 'character' in the islands. So we felt honored to host a sailing party for him and Tessa aboard *Latitude 38's* new charter boat, *Profligate*. In attendance was everyone we could think of who'd spent time at Jost Van Dyke, and, of course, Foxy obliged his fans with hours of singing and storytelling in his own inimitable style.

It was a real you-had-to-be-there experience, filled with political satire, irreverent jokes and countless 'Foxyisms', which often poke fun at social institutions or racial prejudices: "What do I think of yacht clubs? Well, I'm a member of the MOFYC — My Own Fucking Yacht Club."

On the color of his skin, he says: "I can't understand why white people call us black folks colored? When 'white' folks are born they're pink; when they go out in the sun they turn red; when they get sick they turn green; when they get cold they turn blue; when they get scared they turn yellow; and when they die they turn black. And you call me colored?"

When he sits down to entertain, he typically breaks the ice by poking fun at himself or his own people, which tends to disarm his audience and gives him license to satirize everyone else with no holds



Above: At his 60th birthday party, Foxy flashes his trademark 'wide-eyed' smile. Local windsurfer Tom Fischer wears his Foxy's T-shirt: "It's a latitude attitude."

Spread: The irreverent troubadour jams and parties with Bay Area friends aboard 'Profligate' on a sunny September day.

A CARIBBEAN TROUBADOUR



barred — tourists, politicians, royalty. . . "What does the Nixon White House and the Clinton White House have in common? Two Dicks out of control."

Years ago, some BVI government officials regarded Foxy as a loose cannon and a bit of a troublemaker, but today — due to his 30-year contribution to the territory's tourist-based economy — he's considered a favorite son. They've even

With Tessa beside him, the famous crooner plays Calypso standards and his own irreverent originals, with a little help from his friends.

issued a postage stamp with his image on it.

Besides providing a great place to party, Foxy and Tessa are responsible for creating one of the BVI's best-loved annual events, Foxy's Wooden Boat Regatta, which is held in May. Like our Master Mariners' Regatta, it has been the event for wooden boat aficionados since its in-

ception in 1974, and has garnered praise from yachting press in both the U.S. and Europe.

The other mega-event held at Foxy's each year is their New Year's bash. As an indicator of just how much fun it can be, a few years ago *Newsweek International* rated Foxy's the number three place on the planet to usher in the New Year, topped only by Times Square and Trafalgar Square in London. If you like to party hardy, you might consider Foxy's for the big one — New Year's Eve in 1999. But be warned, lots of veteran Caribbean sailors have already reserved charter boats for the affair.

It's an amazing commentary on life that a simple seaman like Foxy Callwood can accumulate a cult following all over the world — and earn enough money to visit some of them — by simply sitting in the shade of a coco palm and making up rhymes to three-chord melodies. The secret might be that his heart is as big as his ear-to-ear smile.

— *latitude/aet*

Valiant 42



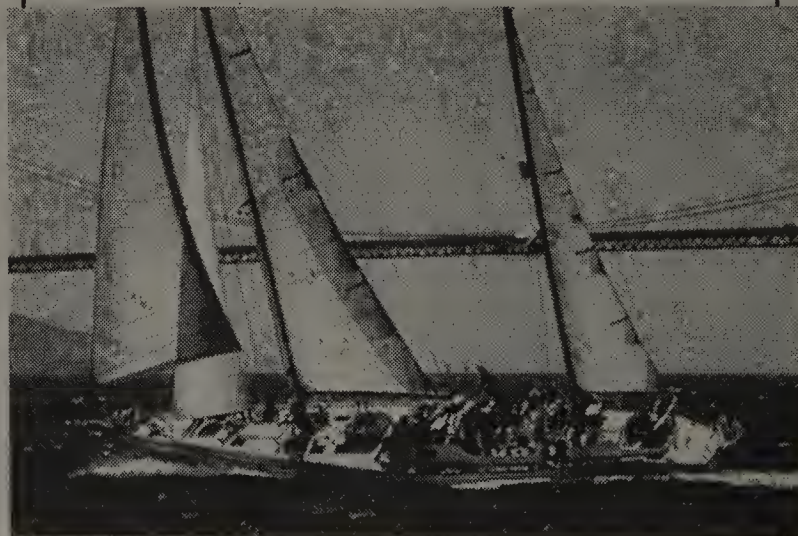
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GREAT EXPECTATIONS —

The United States amateur radio service is soon to undergo big changes in ham testing and worldwide long-range ham band qualifications. If you've ever considered becoming a ham, but were put off by the stringent qualification process, read on.

Section 11 of the Communications Act of 1934 requires the FCC to review all regulations applicable to providers of tele-communications service. If they find any to be no longer in the public interest, the FCC can delete or modify them.

According to a Notice of Proposed Rule-making released August 10, this appears finally to have happened for amateur radio: the beginner Novice and Technician-plus license may be done away with. Hams may be allowed to enter the radio service by either a no-code license for VHF-only frequency privileges, or a worldwide General class license based on a simple 5 wpm (word per minute) code test instead of the current 13 wpm. In other words, the tough Morse Code requirements for ham licensing may be on the way out.

The issue of reducing or eliminating

ing the Morse Code (CW) test speeds — or better yet, eliminating the code requirement altogether. Why, they reasoned,

should someone learn the code if they were going to be communicating primarily by voice or laptop com-

puters? When the military phased out Morse Code awhile back, it only added fuel to the fire.

The proposed FCC changes are based on recommendations by Amateur radio's largest non-profit steering organization, the American Radio Relay League. For the first time in their history (as I recall from almost 30 years as a licensed ham), they are also advocating restructuring the service with just four classes of licenses.

"We need to help change the perception of our approach to CW," says ARRL President Rod Stafford (W6ROD). "We're not eliminating it, we are simply trying to put it in its proper perspective as we move into a new century."

"CW will be around for a very long time as one of the modes of communication

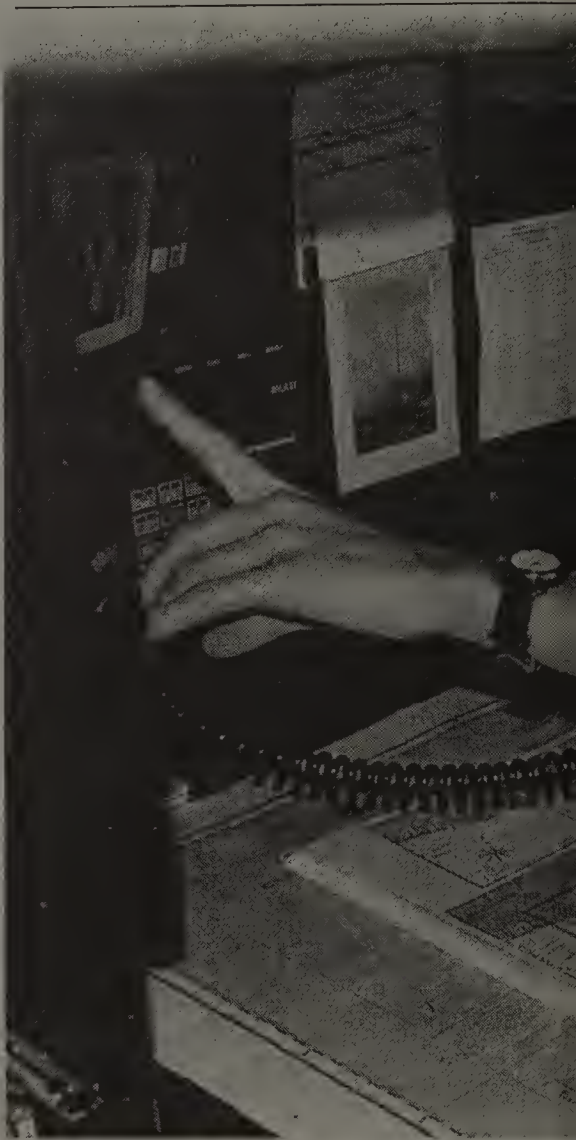
The tough Morse Code requirements for ham licensing may be on the way out.

CURRENT HAM CLASSES AND EXAM REQUIREMENTS

License Class	Test Element	Type of Examination
Novice Class	Element 2 Element 1A	35-Question Written Examination 5-wpm Code Test
Technician Class	Element 2 and 3A	65-Question Written Exam (in 2 parts — 35-Element 2, 30-Element 3A) (no Morse Code requirement)
Technician-Plus Class	Element 3A Element 1A	30-Question Written Examination if a Novice 5-wpm Code Test if a Technician
General Class	Element 3B Element 1B	25-Question Written Examination 13-wpm Code Test
Advanced Class	Element 4A	50-Question Written Examination (no additional Morse Code requirement)
Extra Class	Element 4B Element 1C	40-Question Written Examination 20-wpm Code Test

the Morse Code requirements for worldwide ham band operation has been a hot topic for the last 15 years. Cruising sailors who had no ham license or the simple no-code Technician license were all for reduc-

ing the Morse Code requirements for ham licensing may be on the way out. Hams may be allowed to enter the radio service by either a no-code license for VHF-only frequency privileges, or a worldwide General class license based on a simple 5 wpm (word per minute) code test instead of the current 13 wpm. In other words, the tough Morse Code requirements for ham licensing may be on the way out.



proposal will put CW into a more proper perspective in the examination context as we try to bring amateur radio into the current technological environment."

What the proposed ruling means is that any sailor will be able to join the amateur radio service as a no-code Technician class operator — with absolutely no knowledge of dots and dashes required! Under the new rule, the 35-question Novice written exam would be eliminated, as well.

The applicant would have to sit for a single 65-question written test, which will still require some study and preparation. It takes most applicants a good 30 days to digest the 1,000 study questions from the Element 2 Novice and Element 3A Technician class question pool.

All test questions are multiple-choice and are identical to what would be in the study book. A score of at least 74% is required to earn the no-code Technician class license.

If the new applicant is interested in

— HAM EXAMS TO LIGHTEN UP



Ham radio is a valuable addition to any boat's communication network. When new rules go into affect this spring, it will be easier than ever to get an entry-level license. Another plus: these days, almost all new SSB sets can be programmed for ham channels.

worldwide privileges, one more simple written exam and a 5 wpm code test is all it would take.

Tests are administered by a team of three volunteer examiner hams almost every weekend at locations up and down the West Coast. There are regularly scheduled examinations in Baja, too.

One aspect of the licensing that hasn't changed is that the entry-level, no-code Technician class license does not offer ham privileges in U.S. or international waters. (Article S25, the international prohibition, may be lifted by 2001.)

The one area where the no-code Technician class license does carry some clout is Mexico. Mexico amateur radio rules allow for the issuance of a "certificate of aptitude and installation permit" of limited duration to alien (meaning us) radio

amateurs who can present proof of legal stay in Mexico (valid tourist permit) and "evidence of moral solvency."

The actual agreement — Mexican Amateur Radio Rules, Title 3, Article 21 — is a bit odd. Applicants are supposed to be "citizens of a country with which the Government has a reciprocal agreement." The thing is, Mexico and the United States don't actually have a formal reciprocal agreement. We have an informal agreement whereby Mexico will issue a temporary license based on your current tourist permit and "moral solvency". The license is valid for a year.

But here's the kicker: When the permit is exchanged for a copy of your present no-code or higher U.S. license, plus a fee of approximately \$80, plus a positive attitude when you present your papers (that's the moral solvency part), they issue a license that really does not specify what bands you may or may not use. What that means is that a guy who got his U.S. license last week can talk on the same channels as a stateside ham who took years to work up through the ranks.

After a decade or so of sometimes heated discussion, most maritime mobile

ham radio nets no longer seem concerned about what type of U.S. license an applicant originally had before getting the Mexican license. After all, who are we to question another government's amateur radio service? (The other day I was day-sailing and made contact with a station in Spain using an insulated backstay on 20 meters. Do you think I'm going to ask the other station's operator what grade of license he has, and whether or not he can legally talk to me? Ridiculous!)

There are two further caveats worth mentioning about the Mexican ham license. First, it's valid *only when you are cruising Mexican waters*. The minute you sail into U.S. or international waters — such as when you cross from Baja to the mainland — the license is no good and no-code Technician class operators cannot legally communicate on the ham bands. The second: Obtaining the permit is a half-day deal that must be done in Mexico. You *cannot* obtain a permit at a Mexican embassy in the U.S.

You can obtain permits in Tijuana,

COMMENTS, PLEASE

The changes affecting ham radio that are discussed in this article are contained in the Federal Communications Commission Notice of Proposed Rulemaking 98-143. The FCC has set December 1, 1998, as the cut-off period for comments from hams and non-ham mariners. To see the entire docket, go to www.arrl.org on the internet and look up 'restructuring.'

Once you have made up your mind on this issue, you can comment through the FCC's electronic comments filing service at <http://www.fcc.gov/e-file/ecfs.html>. To obtain instructions for filing email comments, contact ecfs@fcc.gov and include the words "get form" in your message. Then put in your email address, and a sample form and directions will be sent.

If you wish to file by snail mail, send an original and four copies (this is the government, after all). Be sure to note Docket 98-143. Send your comments to the Communication Secretary, Office of the Secretary, Federal Communications Commission, 1919 'M' Street, N.W., Room 222, Washington, DC 20554.

Ensenada or La Paz. (Sorry, not Cabo.) Be sure to bring the following materials with you:

- 1) Your original amateur radio license, plus 2 copies.
- 2) A stamped tourist visa, preferably

GREAT EXPECTATIONS

validated for 180 days. Blank forms may be picked up at any Mexican consulate or local AAA office.

3) Two copies of the stamped, validated tourist visa. Do this at the border.

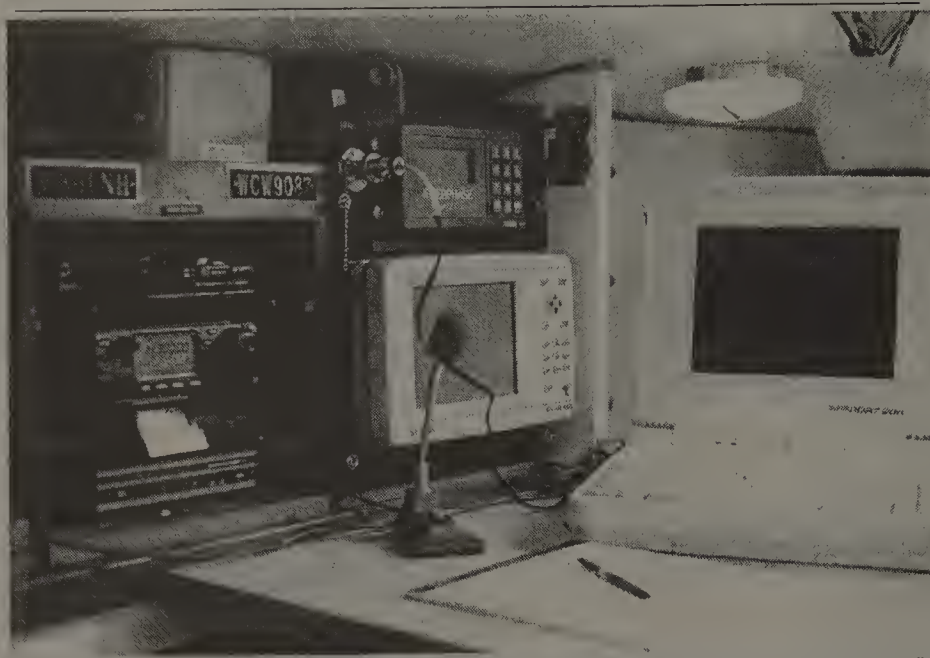
4) The fee, preferably in exact change. I was quoted 550 pesos on the day I submitted my application, which was then about \$75. Because of rate fluctuations, however, I'd take a little more. You can pay either in dollars or pesos

The Tijuana office provides the fastest and easiest service, with the added convenience that you can complete the transaction while your boat is still in San Diego. Let the local taxis do the driving, then take the San Diego Red Car back to where you started.

The elusive Secretary of Communications office in Tijuana is located on Calle 16, #1071, Colonia Libertad Parte Baja. If you want to phone ahead, call 011-5266 82-9500 and ask for Ramiro Garcia, who speaks excellent English. I recommend you dress nicely, bring along some souvenir ham ballcaps, rolled world maps or other niceties which should help move the process along in a friendly manner. With the right attitude, it is a pleasure to obtain worldwide operating privileges based on the beginner U.S. license.

Note that even when the proposed new rules go into effect next year, you'll still need to obtain the Mexican license when operating in their jurisdiction.

Here are a few more aspects of the



With a ham radio and laptop computer, almost anything is possible. Besides communication with other ham users, you can 'phone home' via a phone patch, send and receive personal (no business allowed) email for free and, with a simple software package, turn your receiver into a worldwide weather station.

proposed changes:

- Examiners may be granted more latitude in how they conduct their code and theory testing. Instead of one minute of perfect copy at 5 wpm, an exam team may be allowed to grade the entire code copy by having the applicant tell them what all his letters and numbers mean.

- The FCC will also likely allow Advanced class operators to begin administering General class tests. Right now, it takes the Extra class permit to become part of a General class examination team. Advanced class operators giving General exams would be a big hit down in Baja, where three Extras are sometimes hard to scout up.

- Some new questions — probably

dealing with high-frequency email — might take the place of the code speed requirements. It makes sense for the FCC to concentrate more on email and digital radio codes, as opposed to talk-busting dots and dashes over a pair of headphones.

- Tests for some license upgrades may be harder than before. Many Technician-class operators are upgrading to the proposed new General class now, figuring the 5 wpm test and

30-question General exam might get harder or more lengthy under the new rules. A Technician-plus operator with a 5 wpm code permit and a certificate of completion of a General theory test is all set for the rules to 'grandfather' his/her license to a General class license.

Please note that the foregoing are proposed changes. They are not in effect yet. And it's possible not all will be implemented. So before you start studying for the Tech test, why not offer your opinion of the plan to the FCC before the comment period is over (see sidebar on previous page). If you think it's a good idea, tell them so.

At sea, Ham radio is a constant party-line for safety and information. If things go as hoped, by as early as next spring, gaining access to this valuable resource will be easier than ever.

— gordon west (WB6NOA)

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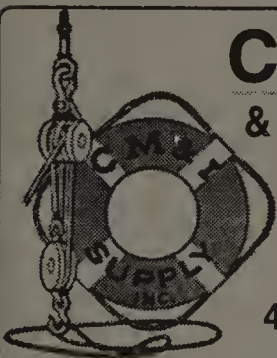
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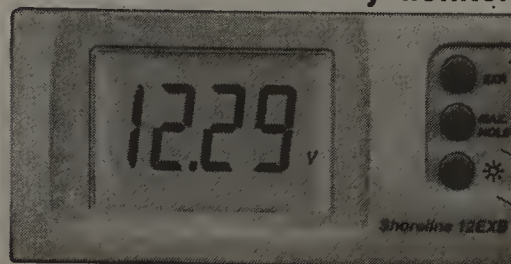
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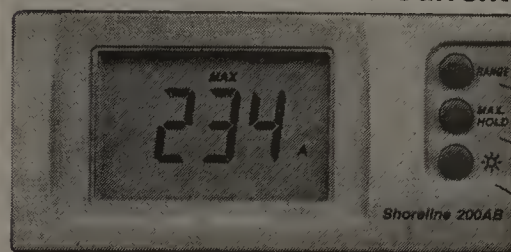
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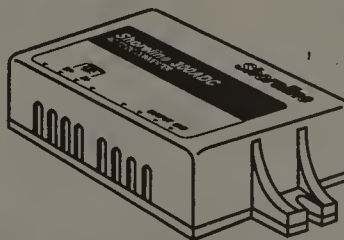
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Gentlemen, start your engines.

We don't know if you've sailed by any of the general anchorages lately. If you have, you'll know it's hard to find a local hailing port on the sterns of boats there. Even in marinas all over the Bay, boats from Oregon, Washington, Canada and even Alaska are around in abundance. In and around Sausalito alone, we counted almost 30 transient boats the other day, and that was just a casual count as we motored out to take some photos.

The migration has begun. And, combined with the plethora of local boats provisioning to join the southbounders — and more than 100 entrants so far in the Baja Ha-Ha Cruisers' Rally — it's a pretty fair barometer that the Mexico Cruising Class of '98-'99 will be one of the biggest ever.

Boats of course need crew, which is where the Mexico Crew List comes in. Beginning in August, we ran forms for people either needing crew for their Mexico cruises, or crew wanting to find boats to help sail there. This article is the result of those complimentary interests. It's designed as a sort of 'clearing house' for the two demographic groups. And it sure beats pounding the docks looking for boats or crew.

It took us three tries to pass Algebra II in high school, a humiliating experience that haunts us to this day. (We still develop a facial tic when the subject of two trains traveling in opposite directions comes up.) But it did etch two things indelibly into our math-challenged minds: 1) the quadratic equation, and 2) that life's complicated enough without having to learn a bunch of stuff you'll never use for the rest of your life.

So we've designed the Crew List to be easier to use than toothpaste. First of all, the people whose names appear here all took the time to fill out the appropriate forms and send them in with a few bucks. These are the folks who have by far the best chance of sailing to Mexico in the exact situation they want — not only are people going to be calling them, but they can let their fingers do the walking and call potential crew or boat owners, too. It's really the best of both worlds.

For the rest of you losers — tough buns. Better luck next time.

Just kidding. People who are not listed here can also use the Crew List. You'll just be at a disadvantage for not having been both a Lister and a Listee. Oh, and we might as well get this out of the way: Anyone and everyone intending to use the Crew List must read and acknowledge the disclaimer in the gray box at the top of the page — or you can't play.

Being listed here has another advantage: you get into our Mexico Crew List Party for free. More on that later.

But enough talking. There'll be plenty of time for swapping lies and exaggerations with other cruisers down south. Crew List veterans can now cut to the chase. For you virgins, here are a few final time-honored tips to make things go more smoothly.

- Whether you're a skipper looking for crew or vice versa, write down a list of the questions you plan on asking the people you call — leaving space between each question to jot down an answer. Take the sheet to Kinko's or somewhere and run off 20

IMPORTANT NOTE: Latitude 38 offers the Crew List as an advertising supplement only. We neither make nor imply any guarantee, warranty or recommendation as to the char-

copies if you're a man, 50 if you're a woman. Then, every time you make or receive a call, pull out a fresh sheet and jot down the name and phone number of the person you're talking to at the top of the sheet — *first thing!* This way, when you get done at the end of the day, you'll be able to figure out who said what. If you don't do it this way (and you don't have a truly photographic memory), it will all be a big mishmash of information that will be almost impossible to sort out. Trust us on this one.

- Seize the day, or 'you snooze, you lose': If you can, start making calls the day you pick up this issue. Just like all the bargain boats in our *Classy Classifieds*, the best deals go quickly.

- It's common knowledge that the editors here at *Latitude* are — all modesty aside — God's gift to women. But we also have great respect for the fair sex. ('Cause if we didn't, our wife would kick our butts.) Anyway, that's our tongue-in-cheek way of asking you once again to throttle back on the hormone thing, at least where the Crew List is concerned. It's true that a number of nice relationships and maybe half a dozen marriages have come about as a result of participation in the Crew List, but all these blossomed from initially platonic sailing arrangements.

That said, some women Listees will doubtless get calls from guys who think (and probably look) like the truck driver in *Thelma and Louise*. Which is why many of the women here are listed by first name only. We allowed and actually encouraged them to do that for added security. We now also encourage women to ask as many questions as it takes to clarify crew duties and obligations if they suspect an overactive imagination on the other end of the phone. It's better to find these things out 'in here' rather than 'out there.'

- Don't call anybody before 8 a.m. or after 10 p.m.

- Be realistic about your expectations — of the boat, the trip and the people. Not all boats have interiors like Swans or go downwind like Santa Cruz 70s. Not all passages are smooth and sunny. Not everyone in large crew will immediately like

everyone else, and small crews can be even touchier to get right the first time. Newcomers should keep in mind that successful cruising requires a definite attitude adjustment, and the easiest way to start is to leave all egos on the dock. You won't really need them until you get back to the rat race, anyway.

- One corollary to the above is directed specifically at skippers: don't be put off by a po-

tential crew's age. Bronzed young studs or studettes are fine for leading charges onto a pitching foredeck in the middle of the night, but we've always appreciated the wisdom and humor of sailors with a little mileage under their belts, too. Plus the latter group usually bring along better music. Give everybody a chance.

- This one should be obvious to both skippers and crews, but try to arrange a trial sail and overnight anchorage with the

HOW TO GET TO THE PARTY

To get to Encinal YC (from the north or south), exit Highway 880 at 23rd Avenue and head west, toward the Bay. (If you're coming from the south, you'll have to make a U-turn and cross back over the freeway.) Go over the Park Street bridge. At the second light past the Bridge — Buena Vista — make a right. Go one mile and turn right on Sherman. Go over the railroad tracks and make another right on Triumph. Go to the end of the block. The Oakland YC will be right in front of you. Turn right and continue to the end of the parking lot. EYC will be on your left.

acter of individuals participating in the Crew List, the condition of their boats, or any weather or sea conditions you may encounter. You must judge those things for yourself.

prospective crew locally before you make any final arrangements or choices.

• Finally — and above all — be honest. Don't try to 'make up' experience you don't have or tell contacts what you think they want to hear. Look what trouble it's gotten President Clinton in. As we've said before a thousand times, in sailing, if you don't know what you're talking about, someone who does can recognize it instantly.

To which some of you 'fungees' (FNGs — friggin' new guys) might be thinking, "But I'm inexperienced. Doesn't that put me at a disadvantage?" The answer is yes — if you want to crew with Dennis Conner at the next America's Cup. But on cruising boats, some skippers actually prefer one or two less experienced crewmembers. They're easier to train to the skipper's way of doing things — and much less prone to argue about it — than a more experienced hand.

Now about this year's Crew Party or, as it seems to be shaping up — the Million-Sailor March. As with many projects around here, the Mexico Party, scheduled for Tuesday, October 6, from 6 to 9 p.m. at the Encinal YC in Alameda, has taken on a life of its own. What used to be a relatively intimate get-together for Crew List participants has now snowballed into a huge event for Crew Listers, Baja Ha-Ha participants and veterans, transient and local cruisers headed to Mexico, sailors who hope one day to go to Mexico, left-handed, red-haired, one-eyed unicycle riders. . . well, you get the picture — come one, come all. There'll be munchies, T-shirts, seminars, demonstrations, no-host bar, a chance to see and maybe ride on *Latitude's* new catamaran (which is also the flagship of the Ha-Ha Cruisers' Rally), and lots and lots of like-minded sailors all looking forward to cruising south of the border.

For a blow-by-blow account of what we have planned for the party, check out this month's *Sightings*. For Crew Listers in particular, the party offers several opportunities. First, you can arrange to meet your prospective crew or skipper there. It's a great 'neutral ground'. Secondly, you can actually make your Crew List connection there. All Crew Listers get nametags color coded as to whether they're looking for a boat or looking for crew. If you haven't made your connections over the phone, that's how you make them at the party. Third, if you have any questions about any aspect of cruising Mexico, the Ha-Ha vets (who will have their own nametags) will be more than happy to answer them. If you have any interest at all in cruising Mexico — and anyone who does is welcome — it's a don't-miss affair.

There's a new twist on the admission, too. If your name appears on the Crew List here (or if you're a veteran of Baja Ha-Ha I, II, III or IV), you get in free. Everybody else pays \$5 apiece — or, if you bring something worthwhile to be donated to the Mexican people (medical supplies, office or school supplies, athletic equipment, shoes), we'll take that in lieu of admission.

Well, that's about it. The end of hurricane season on November 1 marks the official start of the Mexico cruising season. If our estimates are right, the armada that descends on *mañana*-land that week is going to make Dunkirk pale by comparison.

We hope you are among them.

WANT TO CREW

MEN TO CREW IN MEXICO

- Al Bowland, 59, (510) 215-8556 wants 1,2,3,4,5/exp 3/offers 2,3,6.
 Alan Armstrong, 24, armstrongalan@hotmail.com wants 1,2,4,6 (open)/exp 3/offers 2,4.
 Alex Moyers, 44, (415) 331-5067 or alexgeo@ricochet.net wants 1,5/exp 4a/offers 3,4.
 Andrew Hungerford, 31, (650) 494-7935 wants 1,2,4,6(beyond)/exp 3/offers 2,4,5b,6.
 Art Urbin, 47, (408) 615-9600 or art@urbin.com wants 1,2,3,4,5/exp4/offers 3,4,5a.
 Bill Adams, 57, (530) 496-3379 wants 1,2,4/exp3/offers 2,5.
 Bill Horning, 62, (408) 257-4650 wants 1,2,3,4,5/exp 3/offers 3,4,5a.
 Bill Nichols, 65, (505) 662-4227 wants 1,2,3,4,5/exp 2/offers 2.
 Bob Soleway, 55+, (415) 381-3147 wants 1,3,4/exp 4/offers 2,3,4,5a,6.
 Bob von Nagge, 58, (707) 937-3844 or Box 292, Comptche, CA 95427 wants 1,2,4,5/exp 1/offers 2,4.
 Brian VanderZanden, 23, (619) 691-0687 or brianr@speakeasy.org wants 4/exp 3/offers 2,5ab.
 Bruce Kirsten, 62, (310) 813-0433, (310) 937-7900 or bruce.kirsten@trw.com wants 4/exp 3/offers 3.
 Charles Mercer, 50, (707) 823-0121 or bliss@ncal.verio.com wants 1,4/exp 2/offers 2,4.
 Chip Dow, 42, (530) 893-1772 or chipshome@aol.com wants 1,3,4,5/exp1/offers 1,4, massage.
 Christian Buhl, 33, (415) 905-2679 wk or (415) 351-1581 wants 1,4/exp 3/offers 2,4,5.
 Christopher Kolyszko, 28, (831) 457-0723 wants 1,2,3,4,6(SoPac, SoAmerica, wherever)/exp 4/offers 3,4,5.
 Clyde Sanda, 45, (530) 543-1336 wants 1/exp 3/offers 2,6.
 Craig Morse, 32, (415) 753-8435 or (415) 751-2021 wants 1,4/exp 2/offers 2,4,5b,6.
 Dale Noe, 42, (503) 304-0952, (503) 650-2007 ext. 2626 wk or jackson.noe@worldnet.att.net wants 1,4/exp 3/offers 2,3.
 Dan Girdano, 55, ph/fax (970) 726-5645 wants 1,4/exp 4ab/offers 3.
 Dave Steinmeyer, 48, (619) 758-9428 or davesteinmeyer@compuserve.com wants 1,2,4/exp 4abc/offers 3,5a.
 David Hironimus, (530) 533-6931 or bhironim@ben.bcoe.butte.k12.ca.us wants 1/exp 2/offers 2,3,4.
 David Plonkski, 44, (941) 433-5328 or 7213 Coca Sabal Ln., Ft. Myers, FL 33908 wants 1,2,3,4,5/exp 3/offers 3.
 David Stephens, 57, pager (619) 910-6476 wants 1,2,4,6 (open)/exp 3/offers 2,4,5b,6.
 David Turpin, 48, (805) 965-3079 wants 4/exp 4abc/offers 3,5ab.
 Dean Wright, 37, (702) 849-3206 hm, (702) 849-9343 or 4650 Mt. Rose Hwy., Reno, NV 89511 wants 1,6/exp 3/offers 1,4.
 Don Currie, 50, (310) 821-8674 wants 1,4/exp 3/offers 3,6.
 Doug Covert, 47, (503) 629-9185 wants 1,4/exp 3/offers 3.
 Doug Davis, 48, 71501.3652@compuserve.com wants 1,2/exp 3/offers 3,5b.
 Edward Metz, 66, (925) 820-4151 wants 1,4/exp 3/offers 2.
 Eric Larson, 43, (408) 435-6724 wants 1,4,5/exp 3/offers 3.
 Eric Mears, 34, (562) 438-1988 or sailmakai@aol.com wants 4/exp 3/offers 3,5ab.
 Eric Sprinkling, 23, (503) 227-2070 or psu17372@odin.cc.pdx.edu wants 2,6 (avail. after 12/12, meet anywhere)/exp 3/offers 2.
 Forrest Brauit, 43, (707) 537-0533 wants 1,2,6 (SoPac, Carib, anywhere)/exp 3/offers 3,4,5a.
 Frederic R. Clark, 56, (415) 665-2608 wants 1,3,4,5/exp 3/offers 2,4,6.
 Frederick Hartung, 51, (970) 879-0944 wants 1,2,4,5/exp 2/offers 2,5.
 Geoff Evans, 28, (415) 567-7675 wants 4/exp 3/offers 3.
 Gilbert Ratcliff, 60, (209) 538-7082 wants 1,5/exp 2/offers 2,4.
 Gionata Mettifofo, 29, (415) 567-0915 or gio@connectsw.com wants 1,2,3,4/exp 2,3/offers 2,3,4.
 Glenn Doney, 47, (530) 893-8469 or gdoney@caldining.com wants 1,4,5/exp 2/offers 2, nurse LVN.
 Glenn McKelg, 52, (707) 554-6525 wants 1,4/exp 4c/offers 3,5a.
 H. bonCutter, 51, (415) 332-4924 wants 1,2,3,4,5,6 (anywhere south)/exp 4/offers 2,3,4,5ab.
 Howard, 60, pager (650) 377-6539 wants 1,2,3,4,6 (anywhere, anytime, retired, ASA coastal cruising & nav)/exp 3,4a/offers 3.
 J. Meeker, 51, Tafia, Muelle A-7, Fax 011-52-322-66-713 wants 4/exp 4abc/offers 3,5ab.
 James Moonier, 50, (800) 782-4842 x19, (925) 551-7775 or jmoonier@kraft.com wants 1,4,5/exp 3/offers 2,3.

1998 MEXICO-ONLY

MEN TO CREW — CONT'D

Jean-Marc Rolland, 46, (541) 547-3198 wants 1 2/exp 3/offers 2,4,5ab.
 Jeff Scott, 38, (510) 548-7536 wants 1,2,3,4,5/exp 4c/offers 3,5a,6.
 Jeffrey Lusareta, 48, (510) 522-5585 or pgr (510) 720-5255 wants 1,2,4,6 (Bay, coastal)/exp 2/offers 2,4.
 Jerry Carlton, 50, (510) 549-2258 or (415) 253-8264 wants 1,2,3,4,5 (long psg, circumnav)/exp 3/offers 2,4,6.

CODE FOR PEOPLE WANTING TO CREW

I WANT CREW:

- 1) For the trip down
- 2) While in Mexico
- 3) Sea of Cortez Sail Week (April)
- 4) For Baja Ha-Ha V, the cruisers' rally to Cabo starting October 28.
- 5) Return trip up Baja
- 6) Other _____

MY EXPERIENCE IS:

- 1) Little or none
- 2) Bay
- 3) Ocean
- 4) Foreign Cruising

I CAN OFFER:

- 1) Few skills, I am a novice sailor
- 2) Skills of a normal hand: watch standing, reefing, changing sails
- 3) Skilled and experienced sailor. I can navigate, set a spinnaker, steer and handle basic mechanical problems
- 4) Cooking, provisioning or other food-related skills
- 5) 'Local knowledge': a) I have cruised Mexico before;
 b) I speak passable Spanish
- 6) Companionship

Jim, 62, (503) 293-0678 wants 1,2,6 (south)/exp 3/offers 3,4,6.
 Jim Matlock, 36, (714) 969-6286 wants 1,4/exp 3/offers 3.
 Joe E. Domme, 50, (408) 464-9647 or 309 Cedar, Santa Cruz, CA 95060 wants 1,2,3,4,5,6 (any)/exp 3/offers 3,4,5,6.
 John D. Abbott, 55, (650) 299-9232 wants 1,2,3,4,5/exp 4abc/offers 3,5.
 John Harrington, 57, (707) 584-0311 wants 1,4,5/exp 4a/offers 3.
 John D. Imhoff, 43, 3600 S. Harbor, Oxnard, CA 93035 or fax (805) 984-0593 wants 1,2,6 (surfing)/exp 3/offers 2,3,4,5ab.
 John R. Milner, 24, milnerj@juno.com wants 1,2,4,5/exp 2/offers 2,6.
 John Pyle, 54, (626) 792-0140 or (818) 865-1789 wants 1,5,6 (share expenses)/exp 3/offers 2,6.
 John Richards, 60, (415) 567-9112 wants 1,2,3,4,5,6 (flexible)/exp 4c/offers 3,4,5a, SSB, sailing instructor, mech/elect skills.
 John Stofanik, 39, (530) 541-8877 bt or (530) 542-2862 wants 1,2,4,6 (open)/exp 2 (Tahoe)/offers 2,4.
 Keith R. Foster, 58, (805) 469-6114 Oxnard cell or (209) 365-7828 Lodi wants 1,2,3,4,5,6 (open)/exp 3/offers 2,3,4, 5 (Mex travel).
 Keith W. Hensley, 50, (415) 759-6923 wants 1,4,5/exp 3/offers 2.
 Ken Harris, 38, (650) 940-1282 hm or kharri4@ibm.net wants 3,4/exp 4a/offers 3.
 Ken Shoemaker, 39, (650) 941-5463 or kds@mipos2.intel.com wants 4/exp 3/offers 2.
 Lonnie Dunham, 59, (503) 232-8211 wants 1,4,6 (prefers Tayana 37)/exp 3/offers 2,3.
 Lyn Reynolds, 65, (408) 997-7814 wants 1,2/exp 4abc/offers 2,3,5a,6.
 Mark Bessent, 39, (760) 434-0553 or mbessent@gte.net wants 1,4/exp 3/offers 3,4.
 Mark Itanen, 38, (209) 522-8040 wants 1,6 (return SD-SF)/exp 2/offers 1,2.
 Mark Mayer, 45, (619) 484-8897 San Diego wants 1,4/exp 2/offers 2.
 Mark McKim, 42, (408) 768-8306 or home.att.net/~sloutopia wants 4,6 (delivery to SD)/exp 3/offers 2.
 Mark Ramsbey, 38, (408) 749-3916 or mark.ramsbey@amo.com wants 1,2,3,4,5/exp 3/offers 2,4,6.
 Michael Buchalski, 24, (916) 853-4536 wants 1,2,3,4/exp 1/offers 2,6.
 Michael Byron, 52, (415) 291-4384 wants 3,6

MEN TO CREW — CONT'D

(prep boat in SF & practice on Bay)/exp 4bc (ex-merchant marine, eng rm)/offers 3,4.
 Mike Hickey, 42, (415) 668-9924 exp 4/offers 3.
 Mike Pitts, 53, (925) 778-5561 wants 1,2,4,5/exp 3/offers 2,3,4.
 N. C. Shaw, 35, admin@infohaus.net or (707) 479-7452 wants 1,4,5/offers 3,4.
 Nathan Beckord, 26, (415) 474-5885 hm, (415) 274-4420 wk or nbeckord@hotmail.com wants 1,4,5/exp 3/offers 2,4,5,6.
 Patrick Tonks, 18, (415) 731-5521 or turnhart@pacbell.net wants 1,2,5/exp 2/offers 1,6.
 Paul Pearce, 66, (510) 654-5368 or fax (510) 653-5162 wants 4,5/exp 3/offers 3.
 Paul Seyler, 54, (702) 396-2884 wants 1,2,3,4,5,6 (cert. diver)/exp 3,4c/offers 2,3,4,5a.
 Pete Belghaus, 34, (415) 751-2021 hm wants 1,4/exp 2/offers 2,3,4,6.
 Peter Nevada, 60, (510) 749-9946 or Box 2123, Alameda, CA 94501 wants 1,4,5,6 (short coastal cruise)/exp 2/offers 2,4.
 Pierre Henry, 46, (408) 946-2462 or pwah1@aol.com wants 1,3,4,5/exp 2/offers 2,4.
 Rafael Torres-Gil, 49, (415) 558-6099 or Box 420815, SF 94142 wants 1,2,3,4/exp 3/offers 2,4b.
 Ragnar Kuehert, 62, (707) 747-1043, Box 1871, Benicia 94510 or rkuehn4a@juno.com wants 1,2,4,5/exp 2/offers 1,4,6.
 Rick Vulliet, 50, (530) 752-7409 wants 1,2,3,4,5/exp 3/offers 2,6, repair.
 Rick Weber, 47, (650) 365-9376, (650) 368-2044 or rickweb@worldnet.att.net wants 1,2,4,6 (SoPac/HI)/exp 4/offers 3,5.
 Ronald R. Olson, 62, (562) 218-2060 wants 1,2,3,4,5/exp 2,3/offers 2,3,4.
 Rob Henkel, 31, (541) 382-3562 wants 1,2,3,4,5,6 (anything)/exp 1/offers 1,6.
 Robert Drews, 40, (707) 824-8997 wants 1,2,4/exp 3/offers 2,4,6.
 Robert Murphy, 53, (408) 728-1585 wants 1,2/exp 4/offers 3,5a.
 Scott Fisher, 46, (415) 531-4984 wants 1,4/exp 3/offers 2,3.
 Scott Randol, 30, (626) 963-5588 wk or pager (626) 932-7087 wants 1,4/exp 2,3/offers 2,3,6.
 Sherwin Harris, 61, (510) 581-9987 wants 1,2,3,4,5/exp 4abc/offers 3,4,5ab,6, USCG lic.
 Stephen Brown, 53, (510) 524-3103 or sbrown@well.com wants 1,2,3,4,5/exp 2/offers 2,4,5,6.
 Stephen Kyle, 55, (707) 938-5958 or stevekyle@aol.com wants 1,3,4/exp 4/offers 3,4,5.
 Stuart Samuals, 50, (408) 499-3090 wants 1,2,3,4/exp 4b/offers 2.
 Steve Truax, 52, (530) 621-1375 wants 1,2,3,4,5/exp 3/offers 2,3,4.
 Steven Icke, 32, (602) 785-0397 or ickes@worldnet.att.net wants 4,6 (extended cruise, Mex, Central America, Pacific)/exp 2/offers 2,5b.
 Terry Yates, 43, (925) 518-6482 wants 1,2,4,5/exp 2/offers 2,4.
 Tim Will, 48, twillsails@aol.com wants 1,5/exp 4abc/offers 3,4.
 Tom Outman, 61, twowu@aol.com, (510) 587-3018 wk or (510) 522-4625 hm wants 1,2,3,4,5/exp 3/offers 2.
 Tom, 52, (209) 474-1796 or krolloff@inreach.com wants 1,3,4/exp 2,3/offers 2,3.
 Tom Oram, 30, (510) 841-3588 or pager (510) 419-9148 wants 1,2,3,4,5,6 (anywhere)/exp 2/offers 2,4,6.
 Tom Simmons, 56, (415) 252-1800 days or (415) 454-6527 eves wants 1,5/exp 3/offers 3.
 William R. Mann, 58, (707) 553-8054 wants 1,2,4,5,6/exp 2/offers 2.

WOMEN TO CREW IN MEXICO

Anne Bressler, 41, (916) 223-1053 wants 1,2,3,4,5/exp 1/offers 1,4,6.
 Barb, 54, (503) 636-7311 wants 1,2,3,4,6/exp 1/offers 1,4,6.
 Beverly, 40, (949) 499-5710 or bfactor@deltanet.com wants 1,2,3,4,6 (the world)/exp 3/offers 1,2,4,6 (diving, photography).
 Christina Dillow, 25, (519) 273-3605 or chrisdillow@hotmail.com wants 1,2,4,6 (anywhere)/exp 1/offers 1,4.
 Conni, 42, Box 1900, Aptos, CA 95001 wants 1,2,3,4,6 (onward)/exp 2,3/offers 2,4,5.
 Cori, 27, YVONNEOFCA@aol.com wants 1,2,3,4,5/exp 1/offers 1.
 DeeDee Palmer, 39, (970) 884-0166 hm or (970) 382-0010 wk wants 1,4/exp 3/offers 1,2,4,6, massage therapy.
 Dory Edwards, 26, Box 472, San Anselmo, CA 94972 or dorykanini@hotmail.com wants 1,2,3,5/exp 1,2/offers 1,2,4,5b.
 Jamie Gabrini, 24, poubelle@theglobe.com or (516) 758-5922 wants 1/exp 1/offers 1.
 Katelyn, 47, (805) 438-5556 wants 3,4,6 (Carib)/exp 2/offers 2,4,5b.
 Kim, 37, jimstruble@hotmail.com wants 1,4/exp 2,3/offers 2,4.
 Kat II, cell (510) 435-1157 wants 1/exp 2/offers 1,2,4,6.
 Kay, 49, (415) 626-8742 or seasharp@pacbell.net wants 1,2,3,4/exp 3/offers 3,4,5,6.
 Lanora Cox, 37, (510) 482-1463 or (510) 548-7536 wants 1,2,3,4,5/exp 1/offers 1,4,6.
 Laurel, 30, c/o Steven Phillips, #73-343 Soquel Ave., Santa Cruz, CA 95062 wants 2,4,6 (to Carib)/exp 4/offers 2,3,5a.
 Lynne, (907) 780-4071 or lynnstevens@hotmail.com wants 1,2,4,6 (on south thru winter)/exp 1,2/offers 1,2,5ab.

WOMEN TO CREW — CONT'D

Marge AT, 57, abowland@aol.com wants 1,2,3,4,5/exp 2/offers 1,4,6.
 Marilyn Sullivan, 50, (800) 484-9875 x1391 wants 1,3,4,6 (SF Bay sailing)/exp 2/offers 1,2,4.
 Marlina Pipal, 41+, voice mail (707) 577-1070 or fax (707) 935-4618 wants 1,2,3,4,6 (Sea of Cortez)/exp 3/offers 2,4,5b,6.
 Michele, 40, (805) 436-3156 wants 1,2,3,4,5/exp 1,3/offers 1,4,5b.
 Molly Morris, 39, pager (800) 471-3916 or msmolly1@aol.com wants 1,3,4/exp 1,5b,6.
 Pat Richter, 48, parichter@worldnet.att.net wants 6 (SD-Cabo)/exp 2/offers 2,4.
 Rae, 40s, fax (702) 647-5590 wants 1,4,6 (continue south)/exp 3/offers 2,4,5,6.
 Sandy, 50, (360) 690-4422 wants 4/exp 3/offers 2.
 Sheryl Hampton, 32, sheryl@electravis.com wants 1,4/exp 1,2/offers 2,6.
 Susan Richter, 57, parichter@world.att.net wants 6 (SD-Cabo)/exp 2/offers 2.
 Yvonne, 53, YVONNEOFCA@aol.com wants 1,2,3,4,5/exp 1/offers 1,4.

COUPLES TO CREW IN MEXICO

Bob & Susanne Petersen, 44, pager/voice mail (619) 612-0986 or Box 87066, San Diego, 92138 want 1,2,3,4,5,6 (open)/exp 2/offers 2,4,5,6.
 Charlie P. Hsu & Claudia W., 54/50, (925) 422-2189 wk .. want 1/exp 2,3/offers 2,4.
 Dan & Claudette, 46/56, (619) 271-9501 want 1,2,4/exp 3/offers 3,4,5.
 Dan & Michelle Capshaw, 35/31, (415) 383-2147 or dan@capshaw.com want 4/exp 3/offers 3,4.
 Dick & Cindy Cralg, 55/48, (925) 516-0735, fax (925) 516-0554 or cdcraig@pacbell.net want 1,4/exp 2/offers 2,4,5b,6.
 Everett Jones/Kit Frush, 71/65, voice mail (408) 553-6484 wants 1,2/exp 3/offers 2,4.
 Jon & Arlene Reynolds, 40/50, (530) 337-6424 or jreynolds@telis.org want 1/exp 1/offers 1,4, electronics.
 Sam & Liz, 21/20, (415) 381-8582 or 62 Helens Ln., Mill Valley, CA 94941 want 1,2,3,4,5,6 (Mex & beyond)/exp 1,2/offers 1,4,5b,6.
 Walter & Sandy, 50, (360) 690-4422 (Vancouver, WA) want 4/exp 3,4/offers 2,3.

NEED CREW

MEN NEEDING CREW IN MEXICO

Ants Ulga, 49, (949) 455-0971 hm or uiga@irwd.com, Chance 34 3/4 tonner for 1,2,3,4,5,6 (Sea of Cortez; start in SoCal)/exp 1,2/wants 1,2,4,5,6,9 (pleasant boat companions).
 Bob Walker, 56, zeeotter@aol.com, Tayana 37 for 2,3,6 (Mex part or all winter)/exp 1,2,3/wants 1,2,9 (bring a friend, have fun!)
 Chris, 52, fax 011-52-622-6-0565, attn: Colonel's Lady, Cal 2-46 for 2,6 (Costa Rica, Panama, Carib & beyond)/exp 1,2,3/wants 1,2,4,9 (crew separate legs or long distance).
 Christopher, 34, (888) 993-5682, Tayana 52 for 1,2,4/exp 2/wants 2,3,8.
 Clyde Sanda, 45, (530) 543-1336, NorSea 27 for 2,3,6 (Panama Canal, Carib)/exp 2,3/wants 1,2,8,9 (trailer to Mex).
 Crazy Cal Fitzgerald, 21+, Marina PV, Mex, fax 011-52-322-6-6713, Baba 30 .. for 2,6 (fun)/exp 3/wants 1,9 (cheap sleazy women that look good in bikinis, honesty).
 David Content, 49, Box 3203, Friday Harbor, WA 98250 or fax (360) 378-4392, Yamaha 36 for 1,2,6 (SoPac)/exp 1,2,3/wants 1,9 (comfortable around sailboats & water).
 Don Marcy, 66, atmerinda@yahoo.com, Cal 34 for 2,6 (LaPaz, Mazatlan or PV to Z-town)/exp 1,2,3/wants 1,4,5b,8,9 (can stay awake for 3 hrs).
 Don Fleischer, 52, (831) 663-0208, Cal 36 for 1,2,4,5/exp 1,2,3/wants 2,3,5,6.
 Drew Matlow, 45, (310) 306-5770 or ldmatlow@pol.net, Passport 40 for 1,2,3/exp 1,2,3/wants 1,2,3,4,8.
 Dugan Baker, 50, (503) 233-9503, dugansails@aol.com, Swan 391 for 1,2,4,6 (cruising)/exp 3/wants 1,2,4,8.
 Gene, 43, (831) 372-2112 or gmaly101@msn.com, Capo 30 for 1,2,4,5/exp 1,2,3/wants 1,2,6.
 Hubert Schoenherr, 63, fax 011-52-112-5-5900, CT-35 PH ketch for 2,6 (Sea of Cortez)/exp 3/wants 1,8.
 J. Meeker, 51, Attn: Tafia, Muelle A-7, fax 011-52-322-6-6713, Cal 34 for 6 (PV-Panama 12/98)/exp 1,2,3/wants 3a,9 (share food, fuel costs).
 Jerry A. King, 60, (702) 838-2902, Kelly Peterson 44 for 1,2,4/exp 1,2/wants 1,2,3,4,5.
 Leonard Kimball, 60, fax (619) 422-1901, 43' LOA Union Polaris 36 for 2,3,6 (Mex, Loreta Fest, Costa Rica, Panama/exp 3/wants 1,2,4,8.

MEN NEEDING CREW — CONT'D

Michael Paulus, 52, (510) 814-0994 or mjpaulus@pacbell.com, Cal 2-46 for 1,2,6 (to Carib)/exp 1,2/wants 2,3,8.)
 Mike Hibbetts, 34, (510) 864-8584 or mike_hibbetts@ibm.net, CT 49 for 1,2,3,4/exp 1,2/wants 2,3ab,4,5ab.
 Neil Blsbee, 50, pager (650) 741-3164, 28' sloop for 6 (SF-HI)/exp 1,2,3/wants 1.
 Phil Kaltenbach, 61, (619) 523-5416, 38' cutter for 1,2,5/exp 3/wants 2,4,8.
 Ron Cantoro, 58, (562) 983-9131, 40' Mariner ketch for 1,2,6 (SoPac)/exp 2,3/wants 1,4,5b,8.
 Seth Bailey, 68, (510) 337-1241 or rteduvent@aol.com, 43' Pedrick for 1,2,6 (Costa Rica, Panama Canal, Carib)/exp 1,2,3/wants 2,3a,5b,8.
 Tom Greene, 53, #A-2, Emeryville Marina, 3130 Shattuck, Berkeley, Gladiator 24 .. for 1,4/exp 1/wants 3.
 Tom Stack, 45, (707) 664-0471 (Art Hampton), 42' Pearson for 1,2/exp 1,2/wants 1,8,9 (female).

CODE FOR PEOPLE LOOKING FOR CREW

I NEED CREW FOR:

- | | |
|---|------------------------|
| 1) For the trip down | 5) Return trip up Baja |
| 2) While in Mexico | 6) Other _____ |
| 3) Sea of Cortez Sail Week (April) | |
| 4) For Baja Ha-Ha V, the cruisers' rally to Cabo starting October 28. | |

MY EXPERIENCE IS:

- | | | |
|--------|----------|---------------------|
| 1) Bay | 2) Ocean | 3) Foreign Cruising |
|--------|----------|---------------------|

I AM LOOKING FOR:

- 1) Enthusiasm — experience is not all that important
- 2) Moderately experienced sailor to share normal crew responsibilities
- 3) Experienced sailor who can a) share navigation and/or mechanical skills; b) who can show me the ropes
- 4) Cooking, provisioning or other food-related skills
- 5) 'Local knowledge': someone who has a) been to Mexico before; b) speaks passable Spanish
- 6) Someone to help me bring the boat back up/down coast
- 7) Someone to help me trailer boat back up/down coast
- 8) Someone who might stick around if I decide to keep going beyond Mexico
- 9) Other _____

WOMEN NEEDING CREW FOR MEXICO

Jenny, 55, Elegante, APDO Postal #366, La Paz, BCS, Mex 23000, 48' sailboat for 2,3/exp 1,2/wants 2,4,8.

COUPLES NEEDING CREW FOR MEXICO

David & Jan Vidmar, 40s, San Diego (619) 306-7125, Tayana 52 center cockpit for 4/exp 1,2,3/want 2.
 Jim & Terry Fairfield, 59/51, (702) 945-7710, (702) 945-3586 eves or (510) 236-3586, 37' O'Day sloop for 2/exp 1,2,3/want 1,2,3a.
 N. Shaw & Laurie, 39/38, (707) 575-1316 or ns@net5.net, '76 Newport 27 for 1,4,5/exp 2/want 2,5,6.
 Steve & Jill Hoffman, 35, (408) 565-3499 wk or (415) 828-3185 cell or boat, 40' Islander Peterson for 1,4/exp 1,2/wants 1,2,3,4,5.
 Howard & Di Bowington, 65/64, (510) 236-3586, 36' Catalina sloop for 2/exp 1,2/wants 1,2,3a.

MEXICAN MARINAS

When we first sailed to Mexico in the late '70s, marinas were almost as hard to find as single blue-eyed blondes. There weren't any slips in Cabo, for instance, so everyone had to anchor out. Cruisers 'waltzed' in Bahia de La Paz because there weren't any slips up there, either. The best Mazatlan could offer were a handful of Med-ties at the rough sportfishing dock in the old harbor.

Puerto Vallarta only had a couple of harsh cement berths that didn't float, so most cruisers had to anchor in the *entrada* — and be careful not to get crushed by breakaway cruise ships. Z-town and Ixtapa didn't have berths — not that it mattered much, as back then few cruisers ventured so far south. Entrants in the San Diego YC's old Acapulco Race could at least count on getting a slip at the always-hospitable Acapulco YC.

While we didn't stumble across them on our first trip south, the 'Mexican marina movement' had actually gotten underway in the mid-'70s on two very different fronts. Ed and Terry Grossman bought the then small Marina San Carlos on the mainland, which they subsequently built into today's 600-berth facility. About the same time, the more glitzy five-star mega-resort trend in Mexico was launched when, for the movie *10, Bo Derek* bounced her bodacious body in the surf at Manzanillo's

Las Hadas Resort not far from the 70-berth marina.

Then in '83, Mac and Mary Shroyer installed 12 berths at Marina de La Paz, and within three years increased the facility to its current total of 80 slips. In so doing, they helped make La Paz a cruiser mecca. A couple of years later, the mega resort trend resumed with the enormous harbor development in Cabo that included the 338-berth Marina Cabo San Lucas.

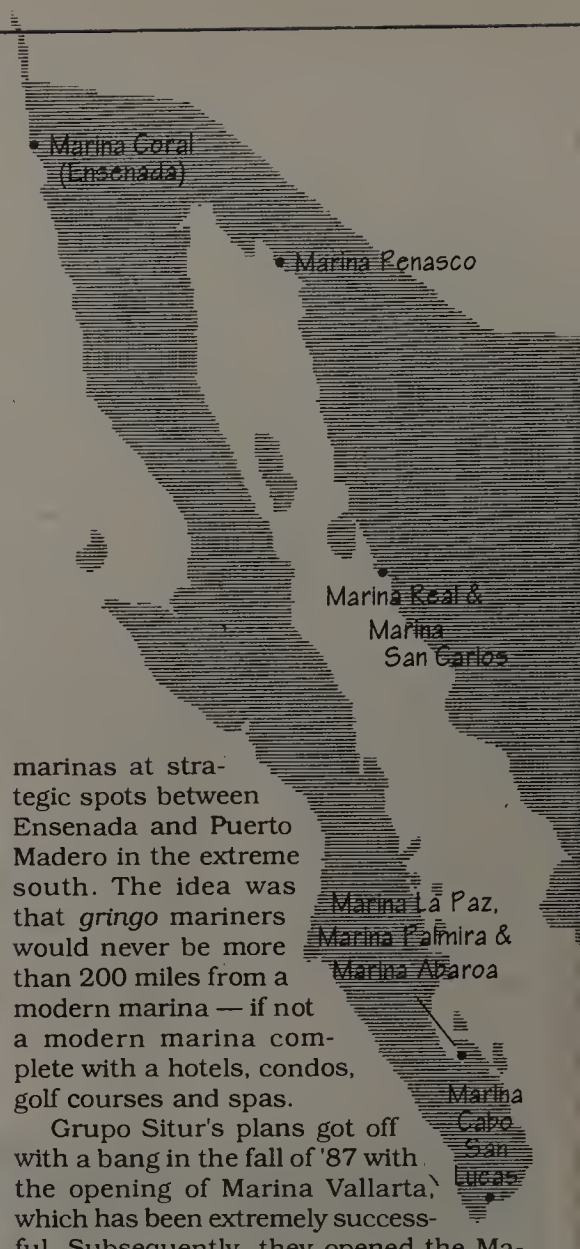
It was in the mid to late '80s, however, that Mexican developers had dreams of



Originally, there was no inner harbor at Cabo San Lucas, but in the early '80s, excavation began to create one.

marina grandeur. Grupo Situr, then the largest developer of mega-resorts in Mexico, established a subsidiary called SIMAR to create a dozen world-class resort marinas in Mexico — in addition to a chain of another dozen 250-berth

The inner harbor of Marina Cabo San Lucas, as it looks today, surrounded by development.



marinas at strategic spots between Ensenada and Puerto Madero in the extreme south. The idea was that *gringo* mariners would never be more than 200 miles from a modern marina — if not a modern marina complete with a hotels, condos, golf courses and spas.

Grupo Situr's plans got off with a bang in the fall of '87 with the opening of Marina Vallarta, which has been extremely successful. Subsequently, they opened the Marina Ixtapa development near Z-town and more recently Marina Mazatlan. Alas, the devaluation of the *peso* hit the company hard, slowing the progress at Ixtapa and severely limiting it at Mazatlan. Plans for a total of 24 marinas are apparently on the back burner, at least temporarily.

Nonetheless, a number of other marinas were built, so that today there are approximately 2,600 berths between Ensenada and Huatulco, and another 600 in the Sea of Cortez. In addition, there is huge capacity for the dry storage of boats, particularly in the Sea of Cortez.

In many ways, Mexico is becoming to North America what the Med has long been to Europe: a place where foreigners leave their boats for the winter — if not year round — and commute for everything from short holidays to long sabbaticals.

While there are many budget and soul cruisers who prefer life on the hook to life in a marina — and we count ourselves among them — few Mexican marinas are hurting for business. Indeed, the first-time cruiser to Mexico is likely to suffer from two types of 'marina shock':

First, no matter how hard harbormasters work to shuffle boats, they may sim-



— WHAT TO KNOW BEFORE YOU GO

almost all charge in U.S. dollars rather than pesos, the recent 20% devaluation — it's now about 10 pesos to the dollar — isn't going to help. If we had to guess, we'd



COURTESY SIMAR/CAPT. JOHN RAINS

Surrounded by businesses and residential properties, Marina Vallarta is a favorite stop.

say the average slip fee in a Mexican marina is about \$10 a foot per month — water, electricity and taxes included — such as is charged by Marina de La Paz. It's higher in extremely popular places like Cabo, and lower in more out-of-the-way marinas like San Carlos, which charges \$7.25 a foot per month. As always, ask for specials and other possible discounts.

If there's any consolation to these relatively high marina rates, it's that virtually all other costs in Mexico are very low. For example, as of the end of September diesel was just 87¢ a gallon in La Paz — and even less at the main fuel dock in Manzanillo. (Always check the cruiser nets to keep abreast of prices, for it's currently \$1.45 a gallon — almost double — in Puerto Vallarta.) But by and large, the cost of living in Mexico is much cheaper



COURTESY MARINA PALMIRA

Marina Palmira is the largest of the three marinas in La Paz — a cruisers' mecca.

miles south of Marina Coral, is the subject of ambivalent feelings on the part of many cruisers. For after the long trip down the coast of Baja, even those who vowed to save their cruising kitty by avoiding marinas are tempted by the thought of a quiet berth, fresh water, bathrooms with hot showers, a laundry and swimming pool. So when they mentally capitulate, it makes them really angry to learn they can't always get in, and if they can, it costs way more than they're used to.

As much as the management of Marina Cabo San Lucas would like to be more accommodating to cruising sailors — and usually they bust their butts to do so — it's difficult. There simply aren't enough berths, and the sportfishermen are happy to pay whatever it takes to get a slip in a region where they hook 50,000 sailfish a year. In one way it's fortunate that Cabo

Marina El Cid &

Marina Mazatlan

Marina Paradise Village

Marina Vallarta Norte &
Marina Vallarta

Marina Pto de La Navidad

Marina Las Hadas
(Manzanillo)

Marina Pto Mia &

Marina Ixtapa

Acapulco Yacht Club &

Marina Acapulco

Marina Pargana Sta
Cz (Huatulco)

than in the States — even if you luxuriate on your boat in a marina.

Before you get too dark on marinas in Mexico, remember these two points. First, the folks who own Mexican marinas have done much over the years for the interest of all mariners, not just those who've paid

ply not have room for you during the November-to-March high season. Or at least you might have to wait a week for a spot to open up. Marina Cabo San Lucas is probably the hardest marina to get into, but a number of others aren't far behind. Marina Vallarta Harbormaster Karl Raggio has always prided himself in being able to squeeze everyone in, but admits, "I don't know about this year." We've included a list of all Mexico marina phone and e-mail numbers on the next page in the event you might want to make a reservation.

The second shock is that Mexican marinas are not cheap — not even by Southern California standards. And since

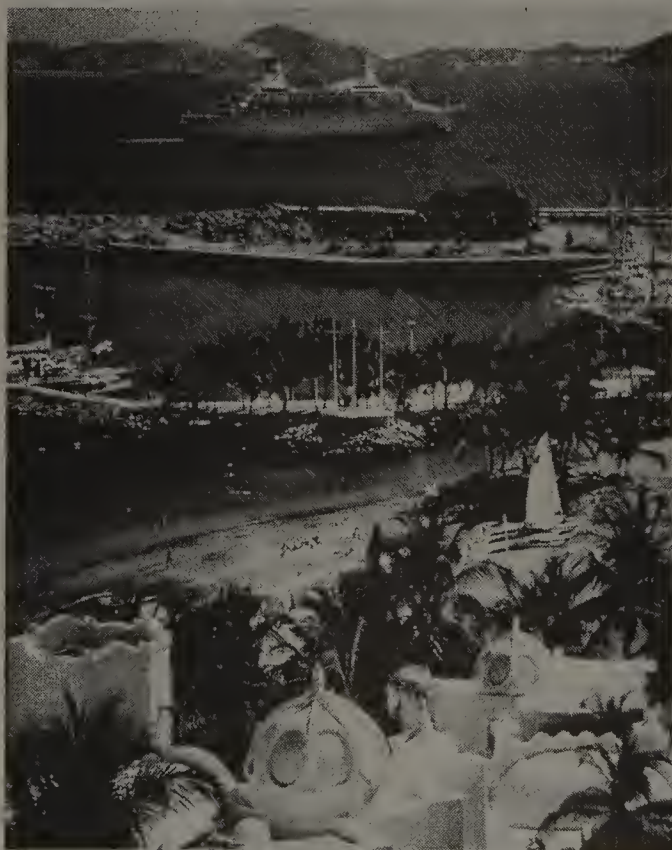
MEXICAN MARINAS

is so gaudy, because after two or three days most cruisers are so sick of it they're eager to press on to the good anchorages and less expensive berthing that lie less than 200 miles to the north or east.

It's about 150 miles from Cabo to La Paz, the latter being home to Marina de La Paz, the Marina Palmira Resort, and the 30-berth Abaroa Marina. Since sportfishing isn't such a big deal out of La Paz, these marinas are much more oriented toward cruising sailors. The locations are ideal, too, as La Paz is only a few hours sail from fabulous Isla Partida and the rest of the incredible cruising areas of the Sea of Cortez. It's also close for folks who plan to commute to their boats from the United States. By the way, Ed Vergara of Marina de La Paz will be at the *Latitude* Mexico Ha-Ha Party on October 6 at the Encinal YC at 1800 to answer all your Mexico cruising questions and to take reservations.

Between a possible 100-berth expansion at Abaroa's and completion of the 300-berth Fida Paz Marina, La Paz may get as many as 400 new berths. But don't count on either one happening soon. If you're one of the many who plan to an-

The Las Hadas Marina at Manzanillo is surrounded by upscale tourism infrastructure.



COURTESY LAS HADAS

chor in Bahia de La Paz, count on paying \$15 a month for the privilege.

Puerto Escondido, 150 miles north of La Paz, is an oddity in the world of Mexican marinas in that it once had a marina

but doesn't anymore. The old marina was a poorly engineered floating structure installed in the early '80s. It didn't last but a few years, and was a wild thing to be tied up to in a blow.

Prior to that, French interests reportedly poured many millions into a marina development. After the slightest bit of work was done, the money had all disappeared and the project languished. There's again rumors that a development will be completed, but such

rumors have been bandied about for a quarter of a century, so don't put down any deposits.

Despite the fact that there is no marina in Puerto Escondido, lots of cruisers leave their boats there while they return to the States. There is air service back to the States from nearby Loreto. Everybody thinks of the Sea of Cortez as being really hot and a great place to hang out in the water. It is — but not in winter.

Santa Rosalia, 100 miles to the north, had a 24-berth marina inside the panga-dominated breakwater until '92 when hurricane Lester wiped out more than half the slips. To tell you the truth, we're not sure how many have been rebuilt. Don't be expecting a swanky pleasure-boat marina at Santa Rosalia. On the other hand, it's a great little town.

Few cruisers venture to the extreme northern end of the Sea of Cortez — where the tides and current are equally extreme. Those who have, report that Puerto Peñasco is primarily a commercial harbor with a small number of slips that are mostly too small for pleasure boats.

San Carlos, long popular with sailors from the Southwest, is the major



More and more cruisers are opting to leave their boats on the hard at San Carlos.

cruiser center on the mainland side of the Sea of Cortez. There's good cruising nearby in the summer, and reasonable rates at Marina San Carlos and the Marina Real development. This is also the most popular place to have cruising boats stored on the hard and/or trucked back to the States. It's only a few hours drive to the border — which is a good thing, because there is no air service.

Mexico is one of the few countries left where you don't have to pay for cruising permits.

Mazatlan, 400 miles south of San Carlos and 210 east of Cabo San Lucas, blossomed into a cruiser hangout in the last several years thanks primarily to Dick Markie — who oddly enough was recently fired by Marina Mazatlan. The two marinas, Marina Mazatlan and the much smaller Marina El Cid, share a common breakwater entrance. Caution, the entrance is quite narrow and can be quite dangerous if a big sea is running or if it's shoaled in. When in doubt, call ahead.

El Cid and Marina Mazatlan are opposites and draw a different clientel. El Cid is yet another Mexican marina that's part of a glossy resort with all the amenities, while Marina Mazatlan has basic facili-

— WHAT TO KNOW BEFORE YOU GO

ties, is remarkably barren, and is still very much a work in progress. Both are popular for different reasons. Marina Mazatlán has lots of slips, and can be a real bargain if you don't need to be hooked up to water and electricity. We stored our boat at Marina Mazatlán last year for 1/7th of the price at Marina Cabo San Lucas! Marina El Cid is popular because it's a very nice facility close to an entertaining and authentic Mexican city. Mario Velazquez, the new harbormaster at Marina Mazatlán, will be at *Latitude's* Party to answer your questions and take reservations.

Puerto Vallarta, 160 miles south of Mazatlán, is home to the 351-berth Marina Vallarta, which is surrounded by all kinds of upscale condos hotels and shops. It's a very popular marina. A few miles up the coast and sharing the same channel, which was notorious for shoaling in the past, are Marina Vallarta Norte and Marina Paradise Village. The former used to be known as Nuevo Vallarta, which was the model for poorly designed and poorly constructed marina developments. It quickly fell into disrepair and for years has been the refuge of choice for folks looking for low-cost berthing in Banderas

Bay. As we understand it, it was recently purchased by the folks who own Marina Vallarta, and there are plans to dramatically improve it.

We've not been to Marina Paradise Village, but tenants tell us the 23-berth marina tell us the development is top flight with all the amenities and style you could ever want. Plus, the tenants are treated well.

All three of these marinas are popular because Puerto Vallarta and all of Banderas Bay have so much to offer. To name just one thing, Banderas Bay has the most consistent sailing in Mexico: 15 knots from 11 to 4, then it shuts off completely. In addition, there are plenty of places to visit in and around the bay, and a million things to do in PV — and people to meet. Obviously, there are frequent air connections.

As reported in *Latitude* several months ago, the 207-berth marina at Puerto de La Navidad, 110 miles south of Puerto Vallarta, is now open for business. Located just 13 miles south of popular Tenacatita Bay and along the great cruising route between Puerto Vallarta and Manzanillo,



COURTESY SIMAR/CAPT. JOHN RAINS

The Ixtapa Marina capitalizes on the natural features of the region.

the marina is a welcome addition to this stretch of coast.

Las Hadas, 150 great cruising miles south of Puerto Vallarta, has 70 slips. At times this has been the most chic of all places, and at others times it's been a rundown dump. Frankly, we don't know

Contact Info for Major Mexican Marinas

NAME	LOCATION	HARBOR MASTER	PHONE	FAX	E-MAIL	WEBSITE
Club de Yates de Acapulco	Acapulco, Guerrero	Sr. Marquez	011-52 (74) 82-3860	011-52 (74) 82-3872	cyates@aca.novenet.com.mx	N/A
Marina Acapulco	Acapulco, Guerrero	Gisela Catalán	011-52 (74) 83-7498	011-52 (74) 83-7505	N/A	N/A
Marina Cabo San Lucas	Cabo San Lucas	Enrique Fernández	011-52 (114) 3-1251	011-52 (114) 3-1251	N/A	N/A
Marina Coral Ensenada	Ensenada, Baja	Amulfo Espinosa	011-52 (61) 7-5000	N/A	N/A	www.surfnet.com/corel/
Marina Dársena Santa Cz	Bahía de Huatulco	Luis Saenac	011-52 (958) 7-0856	011-52 (958) 7-0731	N/A	N/A
Marina de La Paz	La Paz, Baja	Mary G. Shroyer	011-52 (112) 5-2112	011-52 (112) 5-5900	marinalapaz@bajavillas.com	www.bajavillas.com/marina
Marina El Cid	Mazatlán, Sinaloa	Jerónimo Cevallos	011-52 (69) 16-3468	same as phone	fishing@elcid.com	www.elcid.com
Marina Ixtapa	Ixtapa Zihuatanejo, Guerr.	Lic. Elsa Zuñiga	011-52 (755) 3-2180	same as phone	golf&mar@sidek.com	N/A
Marina Las Hadas	Manzanillo, Colima	Ing. Ernesto Equiza	011-52 (333) 4-0000, ext 755	011-52 (333) 4-1950	zlo@caminoreal.com	www.caminoreal.com
Marina Mazatlán	Mazatlán, Sinaloa	Mario Velazquez	011-52 (69) 16-3614	011-52 (69) 16-3614	golf&mar@sidek.com	N/A
Marina Palmira	La Paz, Baja	Eduardo Vergara	011-52 (112) 1-6297	011-52 (112) 1-6142	marinapalmira@bajanet.mx	N/A
Marina Paradise Village	Nuevo Vallarta, Nayarit	Vilma Habelloecker	011-52 (329) 7-0770, ext. 6617	011-52 (329) 7-0725	marina@paradisevillage.com	www.paradisevillage.com
Marina Peñasco	Puerto Peñasco, Sonora	Jorge Valdez	011-52 (638) 3-5777	011-52 (638) 3-5781	N/A	N/A
Marina Pto de La Navidad	Barra de Navidad	Frederico Cortina	011-52 (335) 5-5832	011-52 (335) 5-5974	N/A	N/A
Marina Puerto Mío	Zihuatanejo, Guerrero	N/A	011-52 (753) 4-2748	011-52 (753) 4-3745	N/A	N/A
Marina Vallarta	Puerto Vallarta, Jalisco	Karl Raggio	011-52 (322) 1-0275	011-52 (322) 1-0722	golf&mar@sidek.com	N/A
Marina Vallarta Norte	Nuevo Vallarta, Nayarit	Eduviel Cortez	011-52 (329) 7-0363	same as phone	N/A	N/A
Marina San Carlos	San Carlos, Sonora	Heidi H. Grossman	011-52 (622) 6-1230	011-52 (622) 6-0565	N/A	N/A
Marina Real	San Carlos, Sonora	Dario Sezzi	011-52 (622) 7-0011	same as phone	mreal@tetakawi.net.mx	www.personal.riverusers.com/~mdjinx/real.htm

MEXICAN MARINAS

what it's like now. We do know, however, that the commercial fuel dock in nearby Manzanillo reportedly has the cheapest fuel in Mexico. There is good air service from Manzanillo to the States.

Ixtapa and Z-town (Zihuatanejo) are a long way — 175 miles — south of Manzanillo, but worth the effort. Most cruisers eschew berths for the delightful anchorages in Z-Bay, where it's fun to be able to jump off your boat and swim to La Ropa Beach for your morning workout in the 80° water, followed by breakfast on the beach. Marina Puerto Rio is a 14-slip marina in Z-Bay if you feel a need to be tied up.

It's five miles north to Marina Ixtapa. Don't enter the breakwater without confirmation from another cruiser that there's plenty of water. This marina is part of another large development and is just up the beach from the big tourist area of Ixtapa. It's a short walk to a great beach,



COURTESY SIMAR/CAPT. JOHN RAINS

If you're unlucky enough to take a beating while crossing the Gulf of Tehuantepec, you'll be glad to find shelter in Huatulco's man-made harbor.

and sometimes they get some killer surf. Marina Ixtapa has an unusual danger: crocodiles. So count your toes after swimming. The last few times we've been to Ixtapa, there were plenty of open berths. There are regular flights from the local airport to the States — and believe it or not, it's due south of Fort Worth, Texas.

Acapulco is a great city — one of the most beautiful natural bays in the world. There's a nice marina as well as a yacht club, although they are often full.

We've never been to Huatulco, but it's well-sheltered, man-made harbor is an important stop-over for boats going to or coming from the potentially nasty Gulf of Tehuantepec.

Those are the Mexican marinas as we know them. If you have more recent information or want to identify your favorite marinas, we and all southbound cruisers would appreciate your comments.

If you're going to want a berth in Mexico, don't wait to make reservations. And when you inquire about pricing and availability, we suggest you do it by e-mail when possible. Trying to get a person in authority by phone can be difficult and time-consuming.

Frankly, we're thankful for the marina development in Mexico. For one thing, it's kept anchorages less crowded, and while we may not use them as a matter of course, they're sure great to have around when you need them.

— Latitude 38

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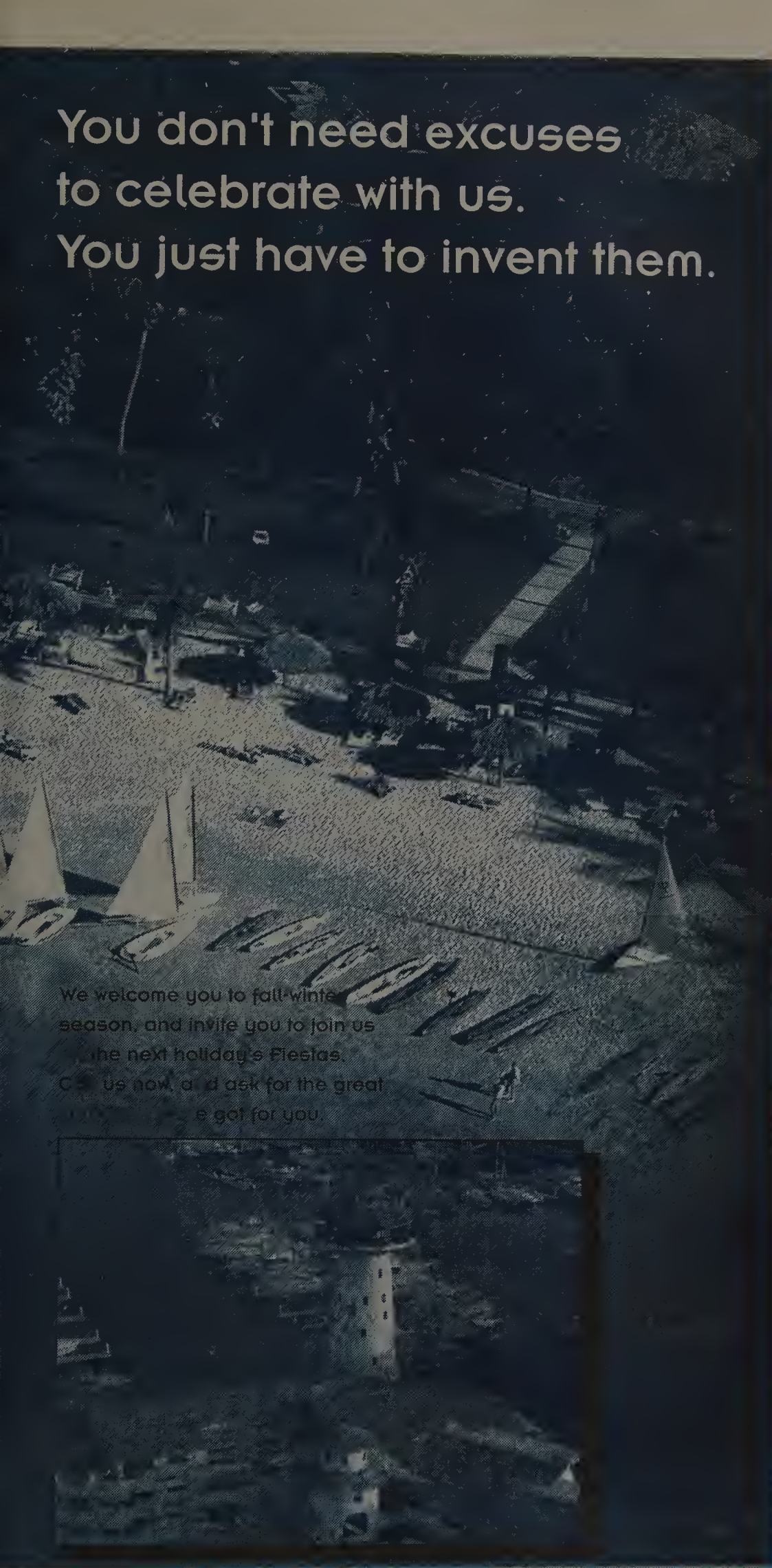
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GRUPO
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MAX EBB'S

Zippers, steering gear, and engines all seem to know the worst possible time to fail. My engine is no exception.

Not only did I have a boatload of non-sailing guests, but half of them were upper management from my company. The other half were big guns from our most important client. I had suggested a commercial dinner cruise charter for the evening's entertainment. But no, "we can do this in-house" was the company line.

And so, despite years of reliable service, my engine chose to come to a grinding halt before we were even out of the marina, right in the middle of a crosswind fairway. Just after we had put the fenders and dock lines away, but before taking the cover off the main or bringing a jib on deck.

"Whatever I do, I can't yell!" I whispered to myself. "This is not my racing crew."

So I calmly asked for the number three jib to be passed up from the forward cabin.

"What does it look like?" asked an eager assistant.

"It's the bag that says 'number three' on it."

I asked another one of my guests to bring up the anchor that was in the locker under one of the berths, where we stow it for racing.

"I can't find any bags with a '3' on them," reported the first guest.

"It's down there somewhere. Try all the way up forward. . . uh, . . . up front."

For once in my life I wished I had roller furling. We were losing steerage way as the boat coasted to a stop, and directly to leeward was a long row of slips. Overhanging pulpits, boomkins and bowsprits, tipped-back outboards, and barnacle-clad cement pilings with rusty iron fittings — all seemed suddenly hungry for a taste of my gelcoat.

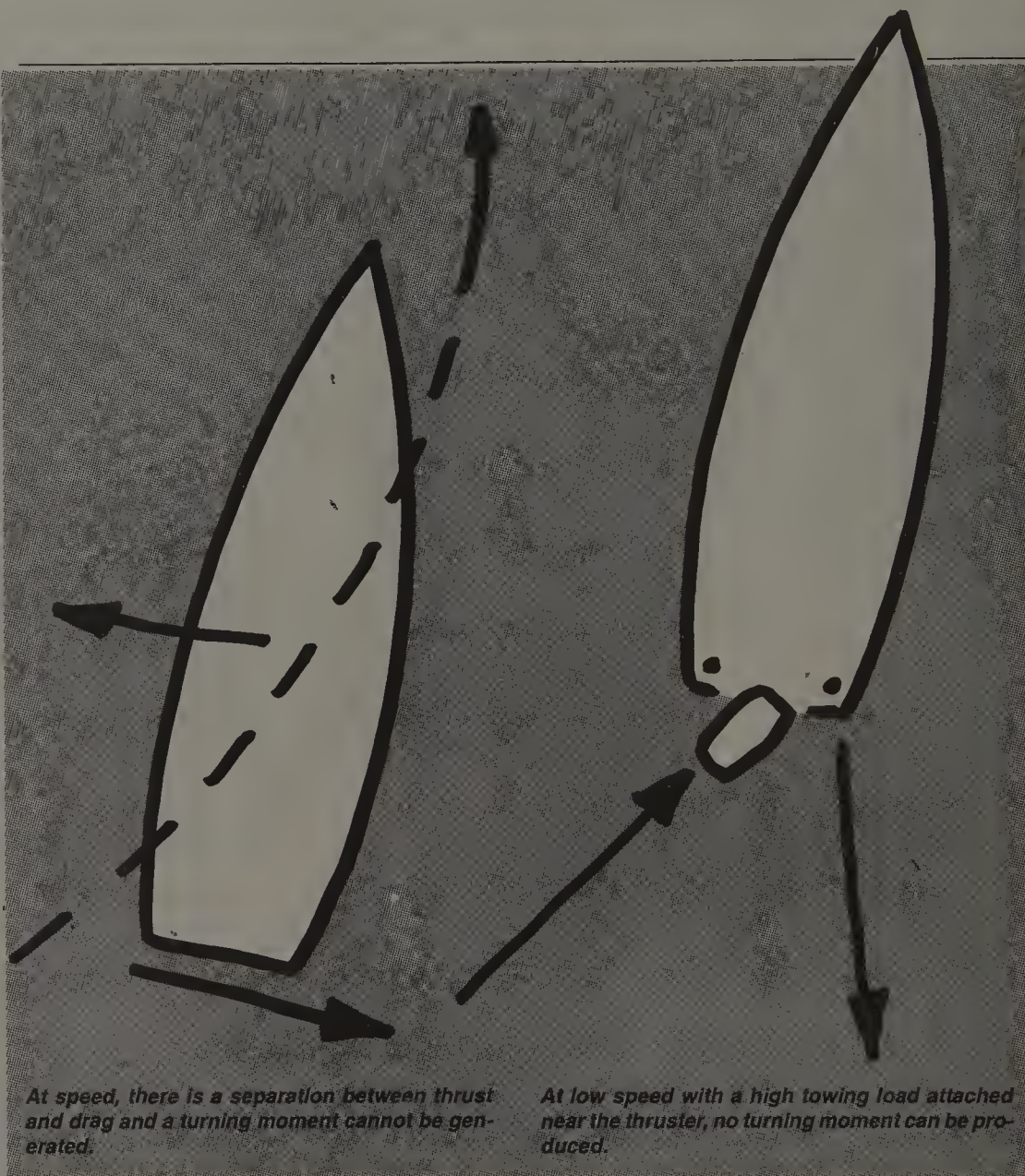
"Hurry up with that anchor, please," I called, trying hard to keep calm.

"Most people rig the wrong kind of bridle. For low-speed towing you need a running bridle..."

"Still can't find a bag with a '3' written on it," reported my first helper. "They all just have numbers like '100' or '150' or '135.'"

"It's the 100! The 100! Pass it right up!"

"Aye-aye, Cap'n," replied the executive,



enjoying the sense of urgency but oblivious to the embarrassing fate that loomed ahead.

Meanwhile there was no need for me to be at the helm with no boatspeed left,

the side right away. And remember to hold onto the end of the rope. I'll be right back."

I locked the wheel hard over to port so we'd drift sideways, more or less, then ran below and grabbed the jib bag. I bolted up the ladder with it and raced to the foredeck. There might just be enough time. I spilled it out of the bag, snapped on the tack, and ran to the mast for a halyard. "Sheets! I need Sheets! Someone toss up one of those ropes lying on the port quarterberth!"

"What? Where's that?" someone asked.

"The bed on the left side of the boat, near the main entrance!" I shouted back, suppressing all use of jargon and even avoiding common words with nautical roots.

That did the trick. A jibsheet was passed up to me, and with lightning speed I threw a bowline in the clew, attached

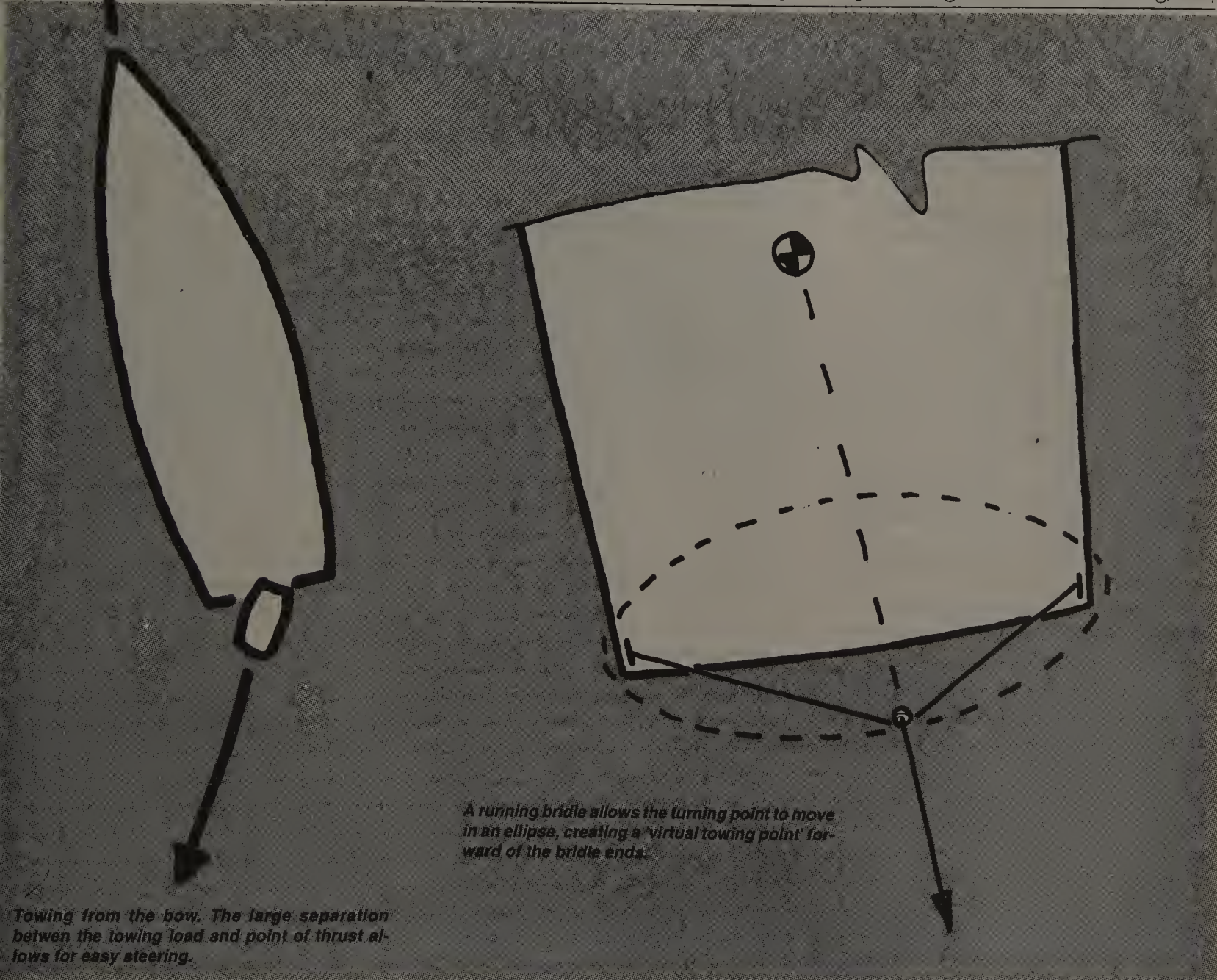
at least not until it was time to choose the exact spot for our crash landing. Of the two emergency procedures, I thought the anchor was the more easily delegated to the new hands.

"Get that anchor out and throw it over

BIG TOW

leeward in an attempt to gather some speed so that I could round up and maybe bring the boat to a stop in front of a couple

I was already adding up the damage I expected to cause (and wondering if I really had in fact gotten that last check off to the insurance company), when a small powerboat motored up. It was an open fishing boat, about 20 feet long, with



the halyard, and heaved away.

But it was no good. The topping lift was still wrapped around the headfoil to prevent foil flutter, and by the time I realized why the sail wasn't going more than halfway up, the leeward docks were just a couple of boatlengths away. Time to run back to the helm.

Meanwhile the anchoring crew was just getting the hook over the side.

"They might get it on the bottom before we hit," I thought to myself, "but there would never be enough scope to do any good." I unlocked the wheel, turned to

of stern rails with mounted barbecues instead of fetching up on some wooden mizzen boom at speed.

"All hands!" I shouted, trying to make it sound as if this sort of maneuver was normal. "Everyone prepare to fend off, starboard side forward. That means move to the front right of the deck, and keep the boat from crunching into anything too hard. But don't let any part of your body get right between the boat and anything solid."

a big outboard. I've never been as happy to see a powerboat in my life. They could see we were without power and out of control.

"Throw us a line!" they shouted.

"A towline!" I yelled, as I put the helm back down to come crosswind again and buy a little more time.

A quick-thinking guest jumped down the hatch and tossed up the other jibsheet. He was about to attempt to pull the coil apart from the wrong end without undoing the round turns first, but I pulled it from his hands, undid the locking hitch,

MAX EBB'S

unwrapped the coil, and made one end fast to a stern cleat. My throw was good, the powerboat folks wrapped it around their starboard stern cleat, and put their engine in gear. I breathed a huge sigh of relief.

But our problems were far from over. The first application of thrust got us out of immediate danger, and gave me a chance to douse the half-hoisted jib and sloppily secure it back on the foredeck. But the powerboat couldn't seem to control which way they towed us. Every time power was applied, the powerboat swung around to starboard and after a few tries they were pulling us more parallel to the docks than away from them.

Meanwhile our anchor had gone over the side, but the rode was a tangled mess and it was not clear how far down it was or how many underwater appendages it might be wrapped around. The simple thing to do with the anchor would be to tie a fender or a cushion to the end of the rode and cast it loose, but this too would take time to explain.

Meanwhile the powerboat backed down to give themselves some slack in the towline, then shifted to forward in order to turn away from the docks. I signaled to them to wait while I moved my end of the line to the bow cleat.

The angle was much better on the second try, but still the towboat turned to starboard no matter what they did with their steering. They backed down again, I gave them some slack, they steered to windward as they applied forward power, and this time the kevlar jib sheet came taught with such a shock that it pulled the powerboat's cleat right out of the deck. Or more accurately, pulled the section of deck containing the cleat away from the surrounding deck.

But they were good sports, and zoomed around quickly to take another line. To them, it was probably just a good excuse to do some fast maneuvering inside the marina.

Unfortunately for all parties, on their second approach their propeller found my tangled anchored line. I tied a buoyant seat cushion to the bitter end of the anchor rode and tossed it over, then tried to get the topping lift unwrapped so that we could raise jib.

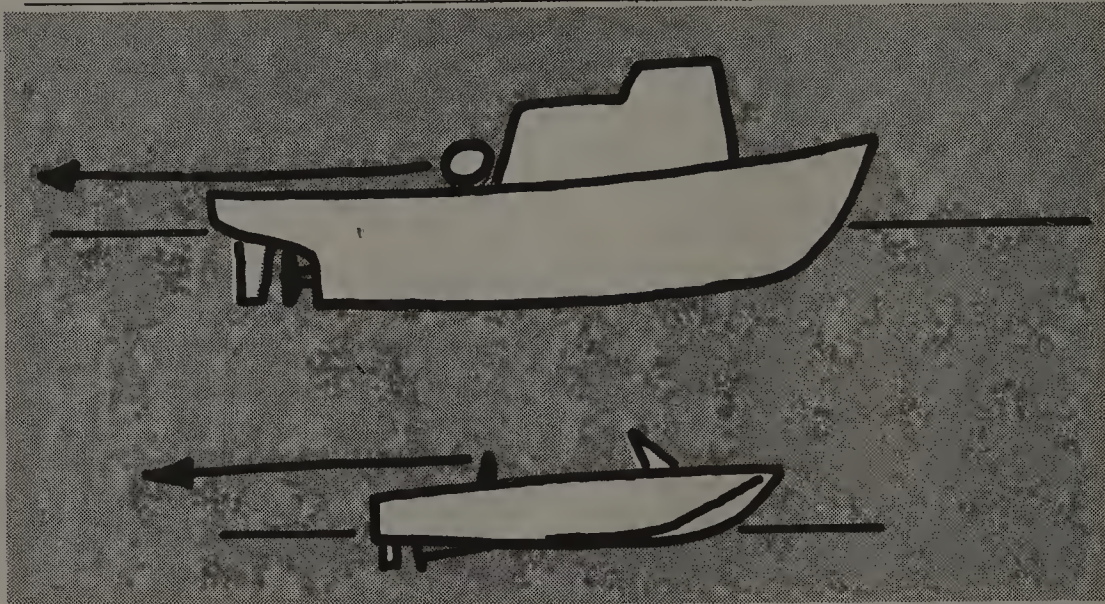
There was no time. Once again we were about to be blown into the docks to leeward, and once again a powerboat came to the rescue.

"Take this line!" shouted a young woman's voice.

Grateful as I was to have more help arriving on the scene, the voice belonged to the last person in the world that I

and drinks. What's on the menu for this evening's cruise?"

Her friends sped away to deal with the



A tugboat towing winch location and water ski towing pylon. In both cases, the point of application of the towing force is positioned well forward of the point of application of steering force.

wanted to see just then. It was Lee Helm, along with a couple of her friends. She was at the controls of the rescue skiff from her college sailing club. This was a much smaller boat with a much smaller engine, but it was my last chance.

"Catch that line." I yelled again at my guests, and they dutifully caught the heave of a heavy nylon towrope.

"Tie it to our bow pulpit," I tried to instruct my guests.

"Any old place is okay for now," contradicted Lee. "You can, like, just wrap it around that lifeline stanchion, near the bottom."

The crew did as she advised. But Lee's end of this rope, instead of being on a towing bridle or a stern cleat, was secured to the bow cleat of the little skiff. Lee backed off until the slack was out of the towline, then applied some more power in reverse, steering the skiff around so that the line pulled us right to windward, finally increasing the distance between us and the tipped-up outdrives on the dock to leeward.

It was slow, but we eventually found ourselves a safe distance off. I shifted Lee's towline to the bow, and raised the main as she held our bow to windward. Once we were ready to sail she signaled for us to cast off, and then came alongside.

"You're going to need help sailing back into your berth," she said as she climbed aboard my boat, uninvited. "And like, I need to collect my salvage fee in snacks

first boat, now fending off the docks with their engine tipped up as they tried to extricate my anchor line.

"Send my apologies," I shouted after them, "but see if you can get my anchor back!"

"That was a good trick, Lee," I said when we were safely close reaching in open water, with our client's wife at the helm. "I never would have guessed that towing in reverse would give you any control at all."

"It's like, the main thing is to get some separation between the point of application of thrust and drag."

"Doesn't a towing bridle do that?" I asked.

"Sometimes," she allowed. "But most people rig the totally wrong kind of bridle. For low-speed towing you need a running bridle."

"A what?"

Lee sighed, and moved over to the chart table. She opened the lid and pulled out the folded Bay chart, opened it up and refolded it with the blank side out.

"Let's look at what happens when a boat is turning," she said as she found a pencil and began to draw a diagram of a boat, viewed from above. "The rudder, or outboard motor, is over to one side, and there's a side force generated at the stern. What makes the boat turn?"

"Well," I answered confidently, "the

center of gravity is up here somewhere near the middle of the boat, so there's a torque or turning moment between the rudder force and the mass of the boat."

"We're talking steady state. No change in speed or turn rate, so no inertial forces except centrifugal."

"Ummmmm."

"It's the side force on the hull," she continued. "The hull is skidding through the turn, so the side force on the hull or keel is up here. But the rudder or propeller is back here, and that's where the turning moment comes from. Centrifugal force and the various rotational and linear drag and inertial forces of boat and of the surrounding water can make this picture much more complicated, but you get the idea."

"Right, so why couldn't the outboard maneuver?" I asked.

"Because it wasn't moving. There was no side force, and the inertial forces all drop out of the equation when acceleration is very low. The low-speed, high-drag towing situation is like, really very simple. You have steerable thrust from the propeller or the rudder if it's right behind the propeller, you have drag from the towline, and if you can get some longitudinal separation between the two then you'll be able to steer. Otherwise it's totally out of control."

I had to wait for her to finish her next picture for this to become clear.

"Here's what it looks like when you attach the towline to a stern cleat right next to the outboard," she explained. "Thrust is applied here, drag is applied here. It almost doesn't matter how you turn the engine. The boat ends up pulling the towrope in an unintended direction."

"Ah, I think I get it now."

"Look at any ocean tugboat," Lee suggested. "The towing winch is always at the forward end of a low afterdeck, so the point of application of the towline force is always well forward of the rudder. There's never any hardware projecting above the low taffrail, because the towing cable has to be free to exit the winch over the taffrail at a range of angles."

possible."

"So then, when you towed us from the bow," I said, "you were able to get the maximum distance between the towing point and the thrust point without any special gear."

"Now you got it," confirmed Lee. "Towing from the bow makes it very easy to aim the towboat exactly in the direction you want, and pull the towrope around to the desired direction of motion. Works great on any boat with a steerable thruster like an outboard or outdrive, as long as the water's smooth and the waves, like, don't wash in over the transom."

"What about on an inboard?" I asked.

"All bets are off. They need forward thrust to make the rudders work. Unless the towboat is a stern-wheeler with rudders in forward of the paddlewheel."

I didn't think this last possibility was a very likely towing scenario, but I still didn't understand why a bridle wouldn't help.

"The main function of a fixed bridle, the kind the books recommend, is just to divide the load between two stern cleats and keep the load on centerline. It actually makes the steering geometry worse, because as long as both legs of the bridle are tight, it only moves the point of attachment further aft, behind the steering device. At zero speed this might give you some opposite-sense control, but as soon as there's a little bit of forward motion then the hull resistance, located forward, will cancel this out."

"What if one leg of the bridle goes slack?" I asked.

"That tends to pull the boat around to line up with the direction of the towline, but for low-speed maneuvering that's not what you want. Like, you want to be able

"Water skiers use a different kind of bridle," said the guest. "If we don't have a towing pylon, the usual ski towline rig has a block that rides on the bridle line, so we never have one end of the bridle going slack. But according to what you're saying, it would be easier to steer if we just tied the line off to the boat at a single point instead."

"No way! A running bridle, like the ski type, allows the block to move around in an elliptical path around the two points where the bridle line is attached."

"Elliptical?"

"For sure. I mean, what's an ellipse, anyway? The locus of points such that the sum of the distance to the two foci is a constant. The attachment points of the bridle — which would be the two opposite stern cleats if this is a temporary rig — are the foci, and the total length of the bridle line is the sum of the distances."

"Right," I nodded automatically, trying to suppress a bad flashback to middle school geometry class.

"Anyway," she continued, "the path of the block on the bridle line looks like this. The radius of the flat part of the ellipse is what counts. It's as if there's a 'virtual attachment point' somewhere forward of the stern cleats, and forward of the propeller or rudder. So you can almost simulate the effect of a towing pylon."

"Interesting," I said as I peered through the cabin windows to make sure that our novice driver was not about to hit anything in her blind spot.

"And like, it's not hard to calculate where this virtual towing pylon is located. Start with the equation of an ellipse, take the second derivative, and the inverse is the radius of curvature. Subtract the semi-minor-diameter, and the result is the distance of this point forward of the stern cleats."

Now I was having even worse flashbacks to calculus class. But Lee would not give up, and after some

"It's not hard," said Lee. "Start with the equation of an ellipse, take the second derivative, and the inverse is the radius of curvature..."

"Just like the towing pylon on my ski boat," said one of the guests who had been listening in.

"Right, same idea. When towline force is big compared to the towboat's own hull drag, you have to get the attachment point of the tow as far forward of the rudder as

to turn the tow, and to do that you have to be able to change the direction of the towline, and to do that you have to be able to control the angle between the towing boat and the towline. The fixed bridle is still better than nothing, but not the best way to rig."

scribbling (while I served another tray of snacks) she had the mathematical relationship between beam, bridle length, and virtual tow position all figured out.

Two hours later we had all but

MAX EBB

forgotten about our mishap. The client was having a great time, my company's VP was steering and talking like a pirate, and in the fading seabreeze I even dared to put up the spinnaker — although for all practical purposes Lee and I were double-handing.

"Engines," I said. "You never can trust them when you really need them."

"Arrr!" grinned the VP.

That's when we noticed people waving frantically from the small fishing boat off our beam. One of the guests trained the binoculars on them.

"It's the same boat that tried to help us on our way out of the marina!"

We doused the spinnaker and beat back a short distance under main only. It was the same crew all right, engine cowering off and rolling uncomfortably in the beam seas.

"Fuel system problems," they explained. "Sure glad to see you again."

"With any luck we won't pull out any more of their cleats," I said as I threw them the end of a stretch nylon dock line on

our next pass.

"But be careful if something does break," Lee warned. "A stretchy line is easier on the gear but releases a lot more energy when it lets go."

"I thought it was an even trade-off between force and stretch," I said once the powerboat was stabilized and we began the tow.

"It's one-half KX squared," said Lee, this time invoking another bad flashback to physics class. K is the spring constant, X is the deflection. If you, like, cut K in half with stretchy line you double X. But since energy stored is proportional to X squared, you end up with twice the stored energy. That's why there's so much energy released when a stretchy line breaks, and so little releases when a stiff exotic fiber rope or a wire rope breaks."

"So what's the best for towing?" I asked.

"The best system is what ocean tugs use," she said. "Wire, on a constant-tension winch. The winch reels in and out to keep towline tension constant, as if the

line were a very soft spring. But it's made of stiff wire so the danger is minimized if it breaks."

"That's interesting, but not a very useful answer."

"A long springy rope tows much nicer, as long as it doesn't break. Best policy is to keep the tow steering to one side, so if it snaps there's no one right in the line of fire. Also, if you get thrown an old spectra or kevlar jibsheet, which happens often enough, steering off to one side allows the yawing of the boat to absorb some of the shock."

The wind continued to fade, and we put the spinnaker back up, eventually dropping off the disabled powerboat at the guest dock just before sunset. With Lee's help we were able to sail back into the berth, having provided a sufficiently adventurous excursion for our guests.

But next time, we'll use a dinner cruise charter.

— max ebb

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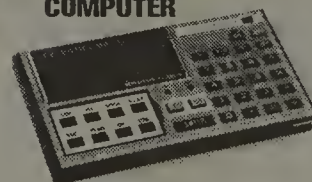
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BAJA HA-HA V PREVIEW

As an ancient Chinese philosopher noted 2,500 years ago, "A journey of a thousand miles must begin with a single step." So it goes with emergence into the cruising life. And for a lot of would-be cruisers, the hardest part of making the lifestyle change is committing to that initial step — throwing off the docklines and leaving behind the security and predictability of life ashore.

The Baja Ha-Ha rally was created five years ago to facilitate just that process,

Mudshark — Express 37

D. Fullerton & B. Thomson, San Mateo

Dave and Beki will be celebrating their recent engagement during the trip south. "The fact that I was willing to spend a couple of racing seasons on the rail was probably one of my bigger selling points," jokes Beki, who studied law with the intention of becoming an environmental lawyer.

Dave, who manages a software firm, is following the wanderlust he claims to have inherited from his father. After taking his last college final in his hometown of Detroit, he jumped in his sports car, headed to California and hasn't looked back since.

During his 26-year sailing career, Dave has owned a variety of vessels, but this Express is his dreamboat. During the past year he's gone to great lengths to convert her from a class racer to a fast cruiser — including designing and casting a bulb keel. They'll truck *Mudshark* home after the Ha-Ha.

Mystique — Alden Offshore 50

Ted & Shari Alcorn, San Francisco

If you believe in 'cosmic connections'



Ted and Shari of 'Mystique' met while the band played Jimmy Buffett — it was 'cosmic'!

you'll like the way Ted and Shari first met: on a dance floor where the band was playing Jimmy Buffett's *A Pirate Looks at Forty*. With that inspiration they set their sights on voyaging together. The Ha-Ha will be the first tiny step in their planned circumnavigation.

Since her launch in 1969, this beautiful Alden ketch has logged thousands of sea miles with round trips to New Zealand, Alaska and again to Hawaii. On this trip, she may take the cargo-hauling prize, as she's loaded for bear with scuba gear and a compressor, two windsurfers, two inflatables and a huge cage for their exotic pet bird. "It may take us 40 years to complete our circumnavigation," say Ted and Shari, "but we know for sure we'll go until it's no longer fun." Their good friend



We hear Dave and Beki of 'Mudshark' like to kid around. They should fit in just fine.

and since its inception in '94, roughly 1,200 sailors of all stripes have cruised in company together from San Diego to Cabo San Lucas.

While you'll undoubtedly consider the folks profiled on these pages to be lucky, be aware that many of them have spent years preparing, planning and saving their pesos for the Ha-Ha's October 27 start.

We pick up here where we left off last month, with the second of three installments intended to introduce you to the Class of '98:

Moontide — Mariner 40

Mike & Leah Knoke, San Diego

Mike and Leah set out from their former home in Oregon a year ago with intentions of joining last fall's Ha-Ha. But the temptations of takin' it slow proved too enticing, so they spent the year in San Diego, where Mike had grown up. Now they're "really ready."

Mike, who learned to sail in '56, started pipedreaming about long-distance cruising six years ago while convalescing from a car wreck. He talked Leah into sharing his dream, and soon they bought this 1972 Bill Garden-designed ketch, and began the long process of renovation.

Post Ha-Ha plans are to make a beeline for the mainland, then cruise the Sea of Cortez in the spring.



— IN SEARCH OF AN ENDLESS SUMMER

Ed Billington will crew to Cabo.

Nauti R.V. — Jensen 31 **Al & Joann Jensen, Vallejo**

Al and Joann's approach to entering the cruising lifestyle was a bit different than most. It was only after Al had spent years building *Nauti R.V.* from scrap — she's all steel — that they learned to sail. They credit — or should we say 'blame' — *Latitude 38* for getting them into this wacky endeavor.

While their boat may not be very conventional, these are handy folks you might want to get to know. They both are contractors who've made their living in the manufacture of stainless steel restaurant equipment. They know Baja well having visited often on fishing trips during the '70s and '80s.

Talk about a change of attitude. Al and Joann began their boat project rationalizing, "We can always sell it for scrap," and now say, "We'll cruise Baja for a while, then wherever the wind blows."

Navigator — Beneteau 461 **Gary Cook, Ventura**

Gary Cook got the sailing bug at an



Meet Joann and Al of 'Nauti R.V.' — she's probably the only home-built boat in the fleet.

early age when he began reading seafaring tales — it didn't hurt that he's distantly related to Captain James Cook. Then, at age 15, he accepted an offer to spend the summer aboard a Grand Banks schooner in the Philippines, and he became *really* hooked.

Among his sailing exploits since then, Gary has crewed aboard the *Californian* and sailed from San Francisco to Tasmania aboard a 68-ft ketch.

Before retiring recently from a career in law enforcement, Gary says he always told friends he just wanted to get back to the life he had on that schooner at age 15. Now, having borrowed the name *Navigator* from that vessel, he's finally on his way.

Neener³ — Catalina 42

Pete & Jean Ryan, Corralitos

What the heck does *Neener* to the third power mean? We were stumped at first too, when Pete and Jean entered the Ha-Ha III in '96. Then it hit us. Remember the old schoolyard taunt: "neener, neener, neener." That's the source, and we have to guess its implication is: "Neener, neener, neener, we're goin' cruising while the rest of you slog away in the rat race."

Are they a little wild and crazy? Yeah, you could say that. As an indication of their spirited approach to life, both Pete and Jean sell motorcycles for a living.

After the last Ha-Ha they did the Baja Bash back uphill to San Diego. This time, though, they hope to continue southward.

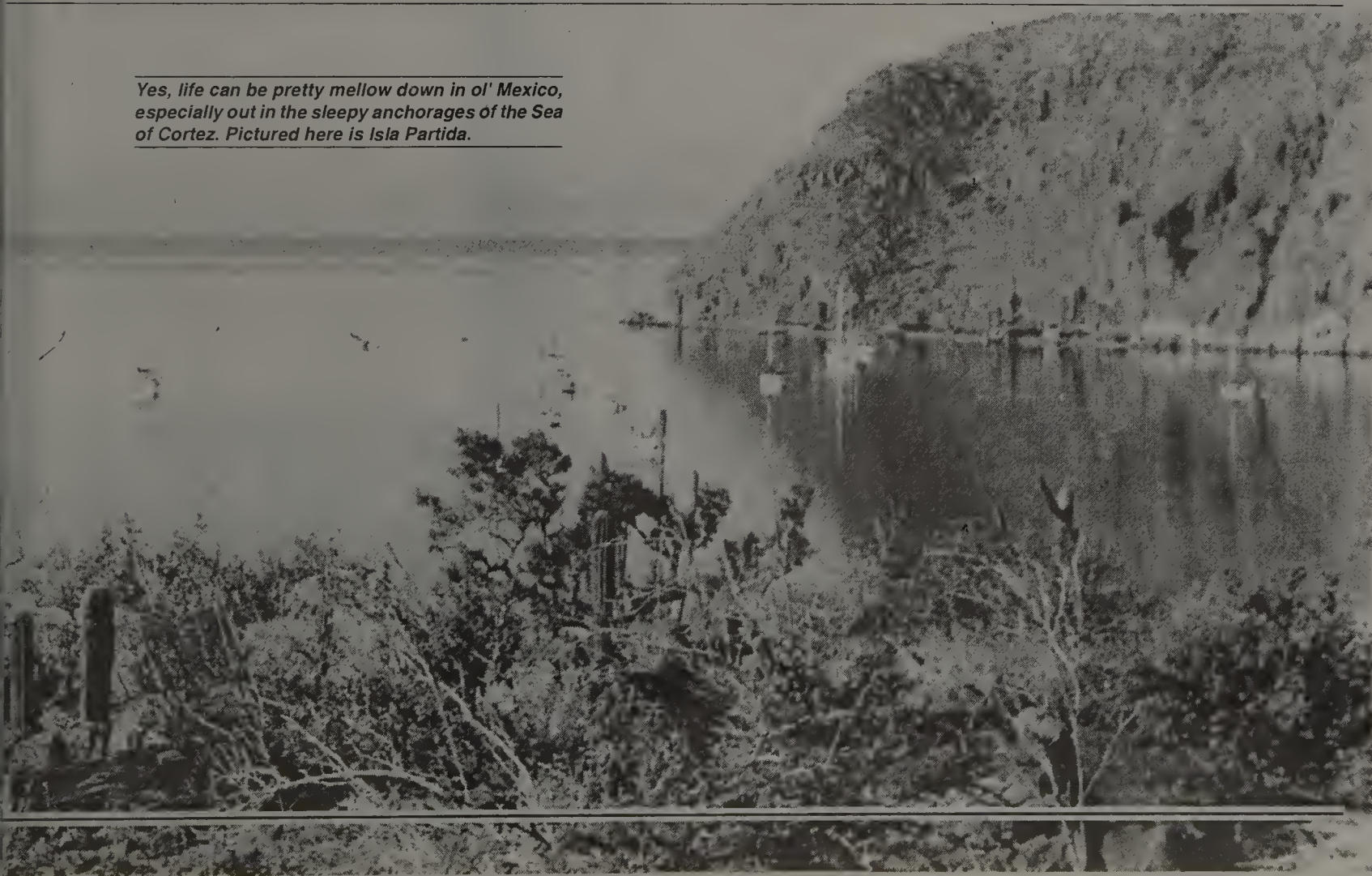
Nintai — Freeport 41

Donna Maloney & Howard Biolos, SD

Even though Donna appears to be a very sweet lady, the Grand Poobah has been warned to be wary of her, as she makes her living as a private investigator. The fear, of course, is that she might discover the Poobah's super-secret rating system!

Just kidding, Donna! Actually, she sounds like our kind of gal. She's been sailing for 20 years and this 41-footer is her fourth boat.

Yes, life can be pretty mellow down in ol' Mexico, especially out in the sleepy anchorages of the Sea of Cortez. Pictured here is Isla Partida.



BAJA HA-HA V PREVIEW, PART II

Her boyfriend, Howard, retired from his career as a stock broker, "burned his sports jackets" and gravitated closer toward the cruising lifestyle by moving aboard his boat and opening an inflatable boat store. Together with their two felines, Lady and Snoop, the *Nintai* crew plan to cruise Mexico, then — like many others in the fleet — make the decision whether to head to the Caribbean or South Pacific.

The name, in case you're wondering, means 'patience' in Japanese, a word Donna often used to use when Howard got anxious to throw off the docklines and head for the horizon.

Ocean Lady — Willard Trawler George Gliksman & Pam Allinson, Philadelphia

Before you turn up your nose at this elegant 'stinkpot', we should tell you that George and Pam are among the most experienced sailboat cruisers in the fleet.

Having spent more than a decade cruising the Eastern Caribbean and Venezuela, they wanted a change of pace without leaving the water altogether. They were hangin' out in Trinidad and Tobago



Say hello to the 'Nintai' crew: Donna, Howard and their felines, Lady and Snoop.

long before it became 'cool' to do so. In fact, George coauthored the first cruising guide to that area. He's also reported to be a 'communications guru', and is happy to share his knowledge.

Pam, on the other hand, is devoutly nontechnical, but she's a great 'counselor' for women who are "a bit iffy about making the transition from life in suburbia" to the cruising life. "I wouldn't trade this life for anything," she claims.

Ocean Lady will cruise the Sea of "C" after the Ha-Ha, then explore the Central American coast.

Oppulence — Cross 46 Trimaran Mel & Jo Ann White, Napa

We don't know a heck of a lot about

Mel, but he seems to be a man of ambitious goals. Having retired from a career as a vascular physiologist, he did roughly 80% of the work in completing this Norman Cross-designed trimaran, which is now fitted out for an extended cruise.

Although Mel's been sailing for over 25 years, Jo Ann is a newcomer — she was initiated only last year. But she's ready and willing to make the transition to high-seas adventuring. Together they plan to spend 3 to 5 years cruising the Caribbean after sailing the Sea of Cortez this season.

Alex Reid will be along as crew on the run to the Cape.

Orinoco Flow — Hallberg-Rassy 36 Bruce & Ginny Hilton, Gig Harbor, WA

"Who says there's no such thing as male menopause?" asks Bruce. "Why else would a practical, responsible man leave his career, pull up his roots in a great community with countless friends to sail away on a 36-ft sailboat to who-knows-where?"

Regardless of the inner motivation, his is a familiar story that we've heard many times before. "No sooner had the second



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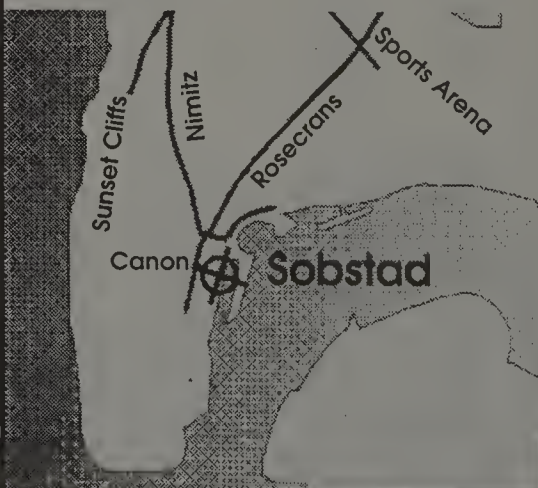


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— IN SEARCH OF AN ENDLESS SUMMER

of our two daughters left for college than we sold the house and moved aboard a sailboat," he recalls.

At first, Ginny, a registered nurse, was a bit less enthusiastic than Bruce, who makes his living in rehab medicine. But at this point she too is excited and committed to cruising "until the money runs out."

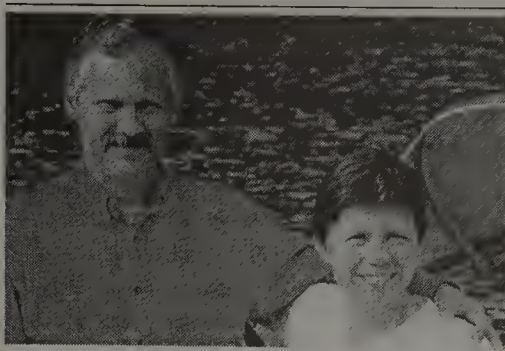
"For the last four years," she claims, "Bruce has done little else other than plan for our 'great escape'." As if cosmically arranged as his payback for forcing this lifestyle change on her, Bruce has yet to find the source of a mysterious leak that drips water onto his head during heavy rainstorms.

Orion — CT 49

Mike Hibbetts, San Francisco

Having recently completed a round trip to Hawaii with the Pacific Cup, Mike's sea legs are well practiced, and he's rarin' to go on down the Baja coast.

"Why wait until your kids move out and you retire to have fun 'going where the wind blows'?" asks Mike. At 34, he's decided to take a break from the high tech industry and have some adventures.



The 'Orinoco Flow' crew: while Ginny chuckles, Bruce asks, "Where's the leak?"

He's been sailing since he was 13, but this will be his first long-term cruise, and he plans to make the most of it. After the Ha-Ha, plans are open-ended. Orion's additional crew is yet to be determined.

Panacea — Ericson 35 MK II

Bruce Thompson-Bowers & Diann Draeger, San Diego

Now here's a guy who just can't seem to get his fill of Ha-Ha'ing — he did both the '95 and '96 rallies and is back for another go at it.

"Marinas are dangerous to a boat's health," warns Bruce. "If you ever find cobwebs on your docklines, you better go!"

His crew, Diann, owns a boat herself and claims she knows "the difference be-

tween the pointed end and the flat end, and a whole lot more."

Their post-Ha-Ha cruising plans are open-ended. But if they invite you aboard as crew, but warned that "body piercings are required for crew — and ears don't count."

Paragon — Bayfield 36 Todd & Patty Clarenbach, Sandy Point, WA

"I figure I'll spend most of my year of cruising recuperating from the stress of getting ready for my vacation," quips Todd, who's taking a year off from teaching school to cruise Mexico and the Caribbean with his 14-year-old daughter, Patty.

"I've been after her for years to go cruising with me," he says. And when she weighed the opportunity against spending another year in a classroom, the idea sounded pretty enticing.

Since their game plan came together only a few months ago, however, Todd — like many other Ha-Ha'ers — has been putting in some serious overtime to get ready. On the trip south, Gregson and Pat Connor will be along as crew.

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BAJA HA-HA V PREVIEW, PART II

Passages — Hans Christian 33 Dan & Linda Green, Alameda

"Going south is Linda's reward for sailing in cold Northern California for 16 years," states Dan, a business executive who has been sailing since 1954. He and Linda, a marketing manager with Pac Bell, look forward to hanging out in Mexico for at least a year after the Ha-Ha, and then, well, "who knows?"

The Greens have sailed extensively (this is their seventh boat), and their '84 HC 33 has been around the South Pacific block a few times under previous owners. They're entering the Ha-Ha because "it sounds like fun and it will give us a jump-start introduction to some of the cruising community." Friends John Rohowitz and Fritz Mayer will help sail *Passages* down to Cabo.



'Passages' is Linda and Dan's seventh boat. They'll be gone at least a year.

developed. The following year, they traded up to this sleek Hunter 54, but she dismasted during a shakedown race shortly before the Ha-Ha. Determined to make the trip anyway, they arranged to charter *Champagne* back from her new owner to make the trip. They finished the rally, despite getting a late start due to a blown starter. This year, they're back again to give it another go.

"We're going to keep trying until we get it right!" vows Hall. Veterans of many years of serious and semi-serious racing, Hall and Wendy bought this Hunter with the idea of slowing down the pace and enjoying the ride. We wish them an uneventful trip south.

Pegasus — Hunter 54

Hall & Wendy Palmer, Palo Alto

Hall and Wendy are veterans of the '96 and '97 Ha-Ha's and were a pleasure to have along both times. They haven't had the best of luck, however. In '96 the engine in their Beneteau First 42 *Champagne* got zorched after an unseen oil leak

Phaedra IV — Islander Freeport 36 Frank & Betty Rausch, Belmont

"About 11 years ago, the man upstairs brought us together, opening up a new chapter in both our lives. . . ." begins a nice letter we received from Frank and Betty describing how they fell in love with each other and with sailing. After marrying in '87 and buying *Phaedra IV* in '88, they and their faithful canine crew, a Boston Terrier named Cheers, did extensive local sailing.

This will be the first trip to Mexico for Frank and Betty (who work for United Airlines and HP respectively). We're told they've been eagerly brushing up on their Spanish ("¡dos cervezas, por favor!").

"Through *Latitude*, we've followed Baja Ha-Ha since it started," they say. "We always thought it would be great to join the fun once we retired, and guess what — retirement is here!" The Rauschs anticipate a leisurely cruise ("comfortable, slow and safe") down the coast in mid-September, followed by a year puttering around the Sea of Cortez or "wherever our interests take us."

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— IN SEARCH OF AN ENDLESS SUMMER

Penelope — Custom Odyssey 30

John & Michael McCann, Tiburon

"Launched in 1967, *Penelope* has spent her entire career getting ready to cruise the 'bounding main'," says John. Unfortunately, her former owners never fulfilled their own cruising dreams, but John and his son Michael are now finally taking the ol' girl out for an ocean-going adventure.

This heavy displacement, full-keel yawl is a custom design, built by H-L Marine in San Carlos, CA.

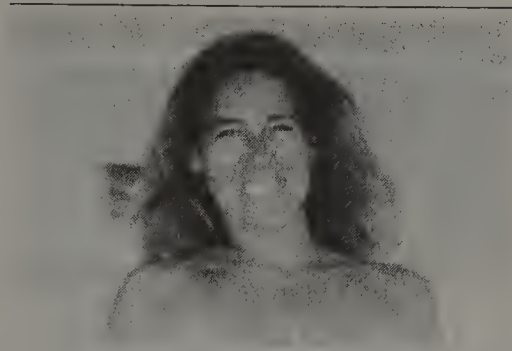
With Sam Smalling and Chris Parkman along as crew, post Ha-Ha plans are for open-ended cruising.

Polar Bear — Tayana 52

Jan & David Vidmar, Sitka

When it comes to handicapping Ha-Ha entrants, no PHRF committee in the universe has it as hard as the Poobah. *Polar Bear* is a good example. The otherwise 'stock' Tayana 52 has a plethora of GSG (go slow gear) aboard, including TVs, videos, boogie boards, dive compressor, heaps of stuffed animals and a guitar. And exactly how many seconds a mile would you rate a set of roller blades?

Polar Bear is a good boat, though. She's



Jan Vidmar and her husband David will be sailing their Tayana 52 'Polar Bear'

already done one circumnavigation under her previous owner. The Vidmars are only slightly less well traveled, having cruised to Mexico, along the U.S. East Coast and among Australia's Whitsunday Islands.

Unlike most rally participants who learned about the Ha-Ha in these pages, Jan and David were out at the Cabrillo Monument (on Point Loma) during the start of Ha-Ha IV, wondering, "Where are all those boats going?"

Profligate — Surfin' 63 Cat

Joe Viagra & The Lucky Stiffs, Tiburon

Latitude 38's new charter cat, *Profligate*, will be home to the Ha-Ha's Grand Poobah and his entourage during the run

to the Cape.

We don't know much about Captain Joe Viagra or his crew, but they are reported to be virile and spirited. The Poobah, himself, of course, is the event's head honcho, whose word is law. The fundamental principle he espouses is: "Sail safe, have fun and for God's sake, no whining!"

Raven — Atkin Ingrid 38

Dorothy & Duane Alexander, Alameda

Having run a small business for 40 years, raised three children and built two boats (including *Raven*) from the hull up, Dorothy and Duane have decided they need a new challenge. So they're loading up their 14-ton sled with another ton of equipment and setting out to see how far they have to go before the butter melts.

Not having a pressure water system or shower (let alone a watermaker), they are looking forward to exchanging 60 years of daily bathing for membership in the brotherhood of the great unwashed masses. "The suits and ties, skirts and blouses, are being put into storage along with 38 years of collected furniture, pictures, dishes and just plain junk," writes

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BAJA HA-HA V PREVIEW, PART II

Duane. "The house is being spruced up, re-rugged and painted to make it ready for some other family wanting to take our place in the American middle-class system. We're setting out to fulfill every boater's dream, cruising in new lands with warm winds, cold beers and new friends. Life can't be too bad!"

Crewing on *Raven* will be son Doug Alexander and old family friend Bob Whitney.

Recovery — Nordic 44

Larry Fusch & Bill Campbell, SF

"Ferdinand and Isabella spent less to discover the New World than we will spend going to Mexico," notes Larry, an anesthesiologist who has owned *Recovery* for 15 years. We're pretty sure he's kidding, especially after reading about how he and longtime friend Bill started sailing: "... floating down the Nile as infants in a hand-woven basket."

But seriously, folks, the two friends have sailed many a mile together, both on the West Coast and down through much of the Caribbean on various vacations through the years.

Unfortunately, the Ha-Ha will be just



"C-o-r-o-n-a. That's Mexican for 'beer'," says John of 'Rhumb Rose'.

another temporary diversion for the pair, who both have to come back home to earn a living. "After the rally we'll cruise for a couple of weeks, then head home," says Larry.

Rhapsody — Beneteau 510

Gerald Phillips, San Diego

The word rhapsody is defined as "a state of elated bliss." We're not sure Gerald and his crew were quite that excited when they did the Ha-Ha last year, but we do recall they had a lot of spirit.

Having done the trip with his dad, Kent, last year, Captain Gerald is bringing a new batch of Ha-Ha'ers along this year: Cindy Ranum, Christy Schisler and navigator Horacio de Anda.

The Beneteau 510 was designed by Philippe Briand for the bareboat market, with five cabins, five heads, roller furling and fixed Bimini sunshade. Needless to say, the amenities translate well to laid-back tropical cruising.

Rhumb Rose — Peterson 44

John & Laura Gilbert, Laguna Beach

"I consider my crew as 'go slow' gear," notes John. "After you see them, I think you'll agree. In this case, that's a compliment (we think). Crew of the 'Rose' so far includes wife Laura and navigator/pal Brian Bertaby, although John expects to have two or three more aboard by the time the start rolls around.

Actually, John admits Laura is "still a maybe. Her idea of cruising is a three-hour sail, no overnight passages, smooth seas and ice for the margaritas." (What do you know, that's ours, too. . .) But he's going all out to get her aboard — one of the last items being installed was the freezer holdover plate.

John, at 32, is one of the younger participants in this year's rally, but he learned to sail 20 years ago. He's come a long way since his first cruise, a 23-day

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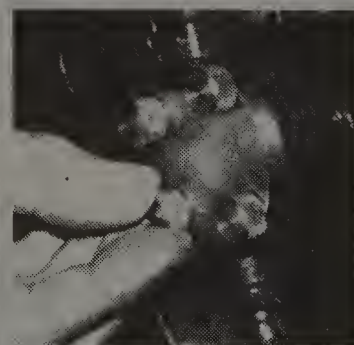
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— IN SEARCH OF AN ENDLESS SUMMER

Channel Islands ordeal aboard a 35-ft homebuilt trimaran. "But we made it with ear-to-ear grins and I've had the cruising bug ever since," he says. "After we got home, I told my buddies that one day I'd have a real cruising boat. Now here I am — and here I go!"

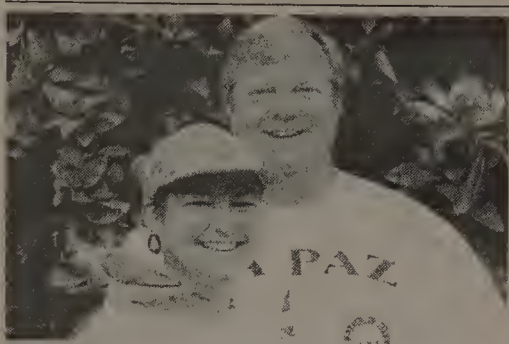
Roller Coaster — Peterson 43

Keith & Lesley McKenzie, Balboa Is.

One on of their first dates, Keith — obviously a slick-talking romantic devil — asked Lesley if she would sail away with him. "Although I'd never sailed before, I said yes," recalled Lesley. "Who would have thought he was being literal?"

One thing led to another — marriage, sailing lessons for Lesley, buying their 1980 converted IOR boat a year and a half ago, and now a sabbatical from their jobs as a sales manager (Keith) and speech therapist (Lesley). Here comes the punch line: Keith is only 30, while Lesley is just 29, which makes them one of the younger couples to pull the plug on the real world, albeit briefly, and spend a season "practicing for retirement" in Mexico.

"We're excited, nervous and open for unlimited fun," they write. They're liter-



The Sanctuary crew: Suzan, Bill and their Senegal parrot named Dinghy.

ally loading the boat ("We'll let you know if the jacuzzi fits!") and deciding who to invite along with them. "Some of our family and friends think we're nuts, while some want to come join us."

Saga — Wylie 65

Saga Worldwide Nav. Corp., Sausalito

Longtime readers may well remember the saga of *Saga*, Arlo Nish's globe-trotting Wylie cruiser with the 65-gallon 'vodka tank'. The boat is now going again, with a new family aboard and the vodka tank ingloriously converted to a holding tank for the head.

The Stone family have a pretty colorful sailing history themselves. Though they began sailing as youngsters, their

first serious sailing together occurred 20 years ago on a 26-ft French sloop they bought with the insurance proceeds after their Paris apartment was robbed.

Crewing for mom and pop Stone will be kidnicks Caleb, 10, Hayden, 5, Adelaide, 3, and friend Heather McGuire, 27. They are entering the rally "because we wanted to meet the flight of '98, particularly the other boats with kids as we expect we will continue to cross paths as we continue — hopefully — around the world."

Sanctuary — CT 49 cutter

Suzan & Bill Harris, Bakersfield

Bill's one Ha-Ha participant who's going in with just the right attitude. In the section of the entry form for 'Go-Slow Gear', he asks, "Does beer count?" No, sorry, Bill, it doesn't. But we're considering giving you a couple of seconds a mile just for asking.

And maybe a couple more seconds just for how they got here: "We couldn't agree on where we were going to retire — he likes hot and arid, she likes hot and humid. So we decided not to retire in any one place. We started sailing lessons, bought *Sanctuary* and here we are!"

Crew for the trip down includes a pair of

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BAJA HA-HA V PREVIEW, PART II

Mikes — Mike Arndt and Mike Vanderhurst — and a pair of dinghies — the one that's the tender to the boat and Dinghy, the Senegal parrot. Arrr, matey!

Sarah Elizabeth — Ericson 38 Liz & Ric Strand, Sonoma

Everyone knows somebody that got married too young and it didn't work out. Meet Liz and Ric Strand, who wed when they were both 17 — and are still happily hitched 27 years later. Dang, we feel like giving them about a minute a mile for that achievement alone.

Their sailing career is just starting. "In a year and a half, we took sailing lessons, bought a boat, sold the house and business, moved aboard and started cruising. We headed out the Gate on June 4 and are headed south. We aren't planning to come back for at least a couple of years."

'Crew' for the trip includes a 14-year-old labrador named Jeri and Ted the cat. Daughter Sarah, though not aboard, figures prominently in the cruise, too. "She works for Gloria Ferrier Champagne Cellars and got us hooked on the stuff," says Liz. "So she'll be visiting us in San Diego before the Ha-Ha to replenish our champagne supply!"



Meet Liz and Ric of 'Sarah Elizabeth', who married at age 17 and are still goin' strong.

Sea Bird — Corsair F-27 trimaran Rich Holden, Moraga

We know we'll like Rich and his crew Larry Jensen. Under 'lifteraft' they wrote "upside-down F-27" and under "Go Slow Gear" they noted "at least three trolling lines with BIG lures." It works for us.

Over the last year, Rich has "hit all the edges" of the US except Mexico — a post-retirement sailing marathon which has included the San Juan Islands, the Canadian Northwest, Florida and the Bahamas. Now he's headed to Mexico for the first time. It's all a dedication of sorts to his father who taught Rich to sail but passed away before he could ever do the The Trip himself.

Larry, a 'born fisherman', has cruised in Hawaii and lived in Guam. Also recently re-


tired, he'll be using the Ha-Ha to get ready for cruising his own boat south this spring.

Seascope — Pearson 365 Ray Kytte, Alameda

Ray, a 57-year-old lifelong sailor and recently retired college professor, obviously possesses a keen and twisted sense of humor. Aside from listing his crew (Jerry Brown, Brian Ahlberg, Kay Huff), he had trouble taking the Ha-Ha application particularly seriously. A sampling of his wit and wisdom, culled from the bio he put together for us:

"Frizzy-haired Albert Einstein look-alike Ray Kytte recently escaped from the barren flatlands of mid-Michigan after 25 years of college teaching, during which time not a single nubile female student (or male student, for that matter) implored seductively, 'I'll do *anything* for an A' — thereby missing out on one of the major fringe benefits of his profession.

"In the course of this long and ultimately fruitless wait for his integrity to be tested, Kytte supported various spouses, two daughters, numerous horses, sundry pets, and the IRS. As a result, he calculates that his cruising kitty



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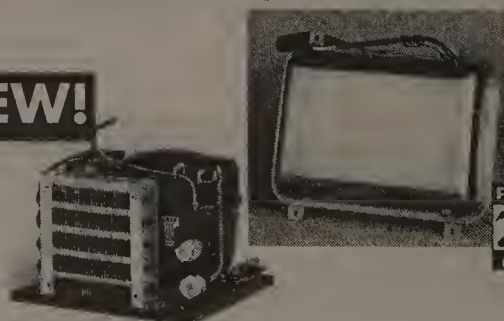
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— IN SEARCH OF AN ENDLESS SUMMER

is head, tail, and three legs short of the requisite cat."

We can hardly wait to meet this guy!

Seawind — Seawind 33 Cat

Gary Helm, Tiburon

Alameda yacht broker Gary Helm didn't give us much info on his entry this year. Guess he figures we ought to know him pretty well by now after all the times his name has appeared in *Latitude 38*.

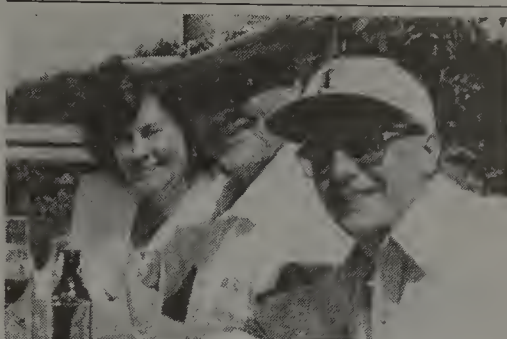
He's competed in countless offshore events on a wide variety of boats, including the past two Ha-Ha's and the '96 Singlehanded TransPac (from San Francisco to Hawaii). That's not to say he's the super-serious type. On the contrary, we'd bet that when Gary entered the Ha-Ha again this year he was more interested in simply having fun than in bringing home a flashy trophy for his mantle — especially since he knows by now there are no flashy trophies in the Ha-Ha.

Goes to show, doing the Ha-Ha can be habit forming. Crew is TBA.

Shanti — Mariner 40

Richard & Char Palmer, Pt. Hadlock, WA

"Shanti translates to 'peace' in San-



The 'Shanti' crew painted their topsides the Mexican national colors in honor of their trip.

skrit, always a conscious reminder of the unique lifestyle of living aboard a sailboat," writes owner Charmaine, who recently retired from a long career with the Washington State Ferries. She started as a deckhand and worked her way up to the helmsman spot, so the upcoming cruise south should be a piece of cake.

Richard Palmer, a retired aerospace manager, is listed as the captain. We think, but can't quite be sure from their application, that Charmaine and Richard are an 'item'. Regardless, Captain Ricardo has land-cruised the Pacific Coast too often, and is now looking forward to sailing to the land where "el sol es caliente y cerveza es fria." Navigator Bruce Skogen lives aboard a Westsail 32, which is "wait-

ing patiently at the dock for her turn at sea."

Shanti, now 27 years old, recently got a facelift for the impending Mexican adventure: her black topsides were repainted with a red, green and white color scheme to honor the country they'll be cruising in.

Snow Leopard — Westsail 32

Kaysea & Gordon Ray, San Francisco

Ideally, cruisers don't have set 'itineraries' or at least don't admit it if they do. But the road to the cruise is different. That's often choreographed more precisely than a moon landing. Take, for example, the Rays' route to the Ha-Ha. . .

"We were married in May, had our reception in June, retired in July, sailed from San Francisco to Hawaii in August, left the Bay in September and will be cruising down the coast in October. We're joining the Ha-Ha," writes Gordon, "because we needed an event for November!"

We got a chuckle out of one glitch in the timeline, though. *Snow Leopard* was launched in 1976, but on the entry form where we ask "How long have you owned this boat?", the Rays wrote, "since 1962."



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BAJA HA-HA V PREVIEW, PART II

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Soon Fung — Fuji 45

Mee and 'H' Mickens, San Diego

'H' is our kind of Mexico cruiser. "I can count to 10 and ask, 'Where is the bathroom?'" he says. We figure the only other thing he needs to know is that 'beer' is *cerveza* — and life will be good.

Actually, life sounds like it's pretty good already for H and Mee, who have already cruised much of the Caribbean and South Seas aboard other people's boats. This time, they have their own boat, unlimited choices of direction and no need to come home any year soon.

Like we said, they're our kind of cruisers.

Sorrento — Downeaster 45

David & Fran Taylor, San Diego, CA

This will be the first leg of a five year ("or maybe longer") cruise for the Taylors, who enjoyed crewing in last year's Ha-Ha on *Col's Lady*. They plan to sail *Sorrento* through the Canal to the Caribbean, where Dave, a boat captain, has job offers in both the Grand Caymans and St. Thomas. Fran apparently is putting her



Say howdy to Kaysea and Gordon, who sail the *Westsail 32 'Snow Leopard'*.

career as a sales rep with US Airways on hold.

Joining the Taylors for the Ha-Ha will be Frank Nitte, Duff Patterson and 4-year-old Deb Doty.

Soulmate — Kettenburg 43

Mark & Laurie Jones, Longbranch, WA

The Jones family — Mark, Laurie and sons Benjamin and Patrick — started cruising their 1964 woody over a year ago. After departing from Puget Sound and heading south, they ran head-on into El Niño. We'll let them pick up the story from here: "Storms, squalls and scary stories forced the captain and crew to reconsider their calendar. Wisely, they decided it best to wait out the '97 cruising season and

find a place to settle in — a beautiful moorage at Almar's luxurious Anacapa Isle Marina in Channel Islands Harbor. There, Mark put aside his profession as a poet to assume the trade of a Kettenburg shipwright. Laurie, meantime, had given up her life as audio control operator for drive-in movies and busied herself as office staff for Anacapa Isle Marina.

"The couple plans to use the '98 Ha-Ha as the starting point for their circumnavigation. Their 24-year-old son Benjamin sees the Rally as a way to experience new adventures and lands, while 14-year-old Patrick plans to use the time as a way to escape formal education while checking out your daughters. You'll recognize their Kettenburg by the two-tone green house, as well as the two flags they proudly fly, the Tacoma Wooden Boat Society and the McNish Cup Race Champion flag."

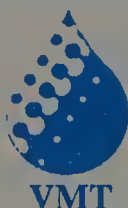
Suerté — Kettenburg 38

Jennifer Milliken and Aaron Bartlett, SF

If we're not mistaken, *Suerté*, launched in 1952, is the oldest boat in this year's Ha-Ha. Lessee, if we gave two seconds a mile 'bonus' for each year, that would be.

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— IN SEARCH OF AN ENDLESS SUMMER

...um. . . well, gee, maybe we should just engrave the trophy now!

But seriously, Kettenburg yachts continue to fare well in ocean racing. Witness sister ship *Chorus*, which took second in her class in the Pacific Cup last year, and first in the Coastal Race the year before. And with Jen and Aaron self-described as "an adventuresome crew who will go to the ends of the earth for a laugh, smile or hug," anything seems possible.

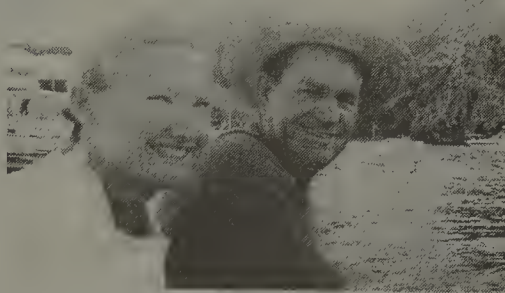
Rounding out the crew of *Suerté* is Ginger, Aaron's 'other' best friend. "She may come in handy with bandito wannabes," notes Jennifer.

Sula — Bayfield 40

Kay & Dennis Rogers, Garberville, CA

If 'Bayfield 40' doesn't ring any bells, don't worry. It's not Alzheimers setting in. The fact is, of the 80-some B-40s produced in Ontario, Canada, between '83 and '88, *Sula* is apparently the only one to have made it to the West Coast.

After October, however, there aren't going to be any of them in California. *Sula* and the Rogers — Kay is a retired school principal; Dennis works in alternative energy engineering — are headed south



Carolyn and Graham will breeze down the coast aboard their sturdy old Cal 46, 'Sunda'.

with the Ha-Ha crowd. Afterward, they'll cruise Mexico for the winter and 'summer over' on the hard in San Carlos "so we don't have to sail so far to get back," notes Kay.

Sunda — Cal 2-46 ketch

Carolyn Moore & Graham Gibbons, Corona del Mar

We love those old Cals, with their hulls as thick as battleships and interiors so big you could misplace a car (if you could get one down the companionway). They sail pretty darn good, too. *Sunda* herself has done lots of Ensenada races, although Graham didn't note how she did.

Moore and Gibbons both learned to sail 50 years ago, and have a lot of boats and

miles under their respective belts. These include such dinghies as Sabots, Lasers, Snipes and International 14s, as well as *Cynosure*, a Tahiti ketch, and a 35-ft wooden sloop, also named *Sunda*.

After the Ha-Ha, Graham, a semiretired travel agent, and Carolyn, a retired UCI administrator, plan to head south as far as Acapulco. Then it's back to the Sea of Cortez and home at the end of March.

That ought to be enough introductions for one month. But you certainly haven't met the whole fleet yet. The final installment of Ha-Ha bios will appear next month.

The Ha-Ha Rally Committee would like to acknowledge their fine sponsors, without whom the event would not be possible: **Almar Marinas, Barnett Insurance, Bob Rice's Weather Window, Corona Beer, Data Rescue Services, Downwind Marine, Helms Yacht Sales, H.F. Radio On Board, Island Girl Products, Jack Martin & Associates, Latitude 38 Magazine, Mail Call, UK Sailmakers, Ventura Harbor Boatyard, The Watermaker Store, Waypoint, West Marine, and Yachtfinders/Windseakers.**

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THE RACING

With reports this month on the latest 'winners' of the **Iron Man Challenge**; the **San Francisco Perpetual Cup**; a good show by Area G at the **Youth Championships**; another successful **Day on Monterey Bay**; the laid-back **Jazz Cup**; a round-up of various **national and world championships**; the resurgent **Dolphin Regatta**; the civilized **Knarr IKCs**; an update on the **six American A-Cup syndicates**; the upwind **Windjammers Race**; and the usual **box scores** and gratuitous **race notes** at the end.

Two More Iron People

We were amazed and gratified to learn that two local sailors completed our Ironman Challenge over Labor Day Weekend, becoming only the fifth and sixth people in known history to sail in the Windjammers, Jazz Cup and NOOD Regatta all in the same weekend. Amazing what some folks will do for a free T-shirt and a few inches of ink in the magazine, isn't it? Both of this year's winners are industry professionals, causing us briefly to consider banning Category 2 and 3 players — but then we came to our senses and realized that *anyone* crazy enough to 'go for the Iron' deserves their meager reward.

"I didn't really mean to do the Challenge," said 41-year old Santa Cruz shipwright Jay Crum. "It just sort of evolved as the weekend unfolded." Crum, a lifelong sailor who specializes in high speed

the upcoming weekend. After a successful, albeit slow, Windjammer Race on *Ingrid* (they were third overall), Jay stayed at his Soquel home with his wife and two kids.

Rising early Saturday morning, Crum joined Serge Pond and Tim Cordrey on *Rocket 88* for their annual quest to lower their own Jazz Cup course record. "But it was a total drifter," Jay reported. "We sat for three hours at the Brothers! At least when the wind came up we were still first to Benicia." Because the Jazz Cup took so long to finish, the *Rocketeers* were late heading back to Santa Cruz. "I was pretty tired by then, so rather than drive home, I crashed at a friend's house in the City," explained Jay. "In the morning, I made a spur-of-the-moment decision to swing by the NOOD Regatta and see what was going on."

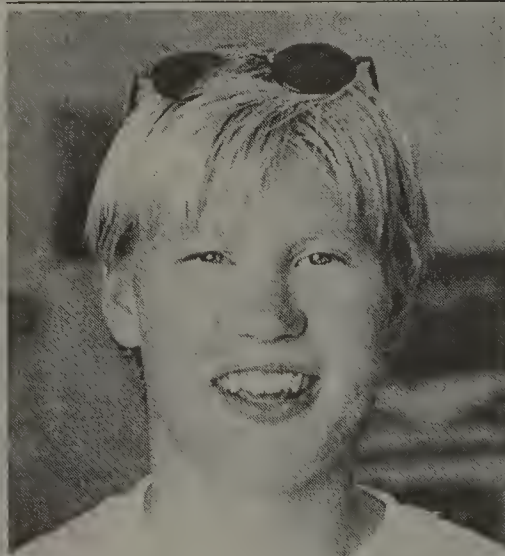
Crum was quickly drafted onto the J/105 *Ultimatum*, which was short of crew. It was his first time in a J/105, and he was favorably impressed with the large



LATITUDE/ROB

Profiles in courage — Jay Crum and Eva Holmberg, the newest Iron People.

downwind racing, may have done the most ambitious Iron Man stint ever: he delivered the SC 52 *Ingrid* (he's the captain and crew boss) up from Santa Cruz on Wednesday, then spent Thursday assembling his other project, *Rocket 88*, for



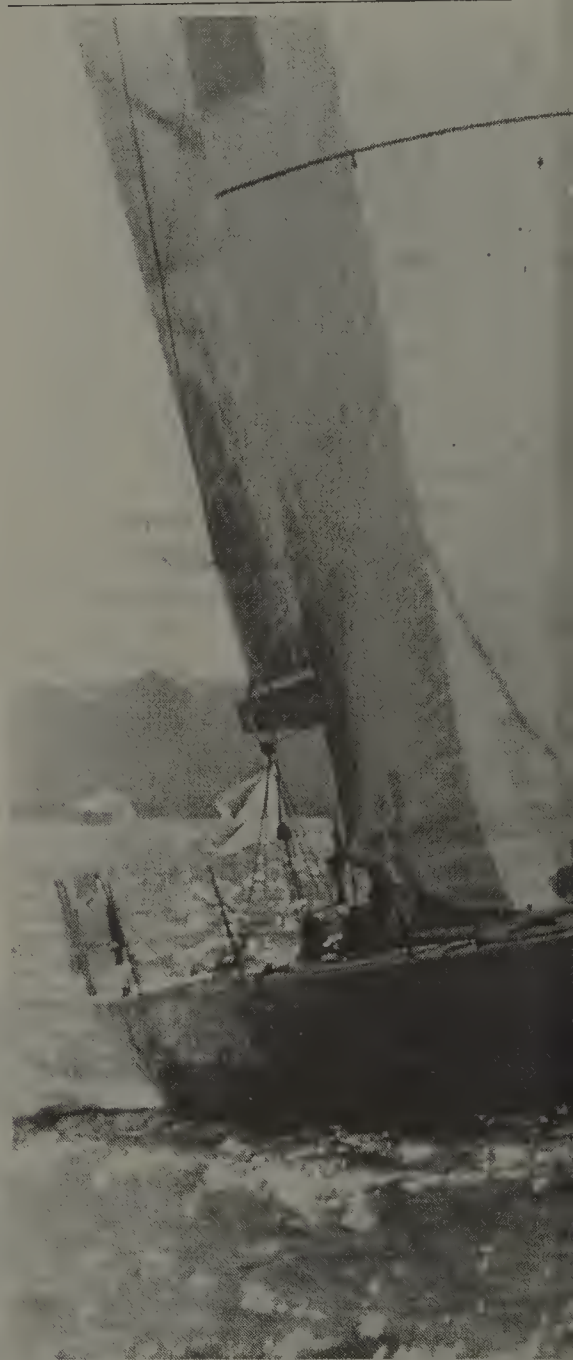
JOHN ARNDT

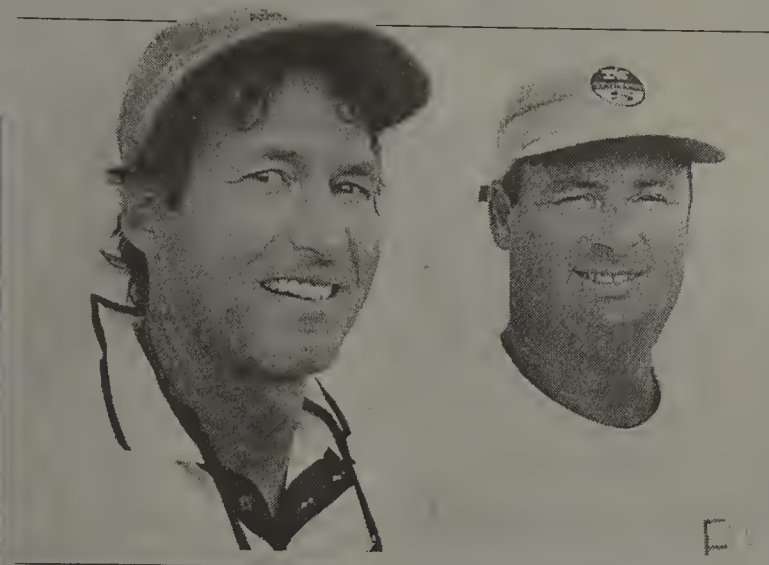
size of the fleet (17 boats!) as well as the design itself. As a guest, Jay "hung out in the middle of the boat and kept my mouth shut" as the boat sailed to a pair of mid-fleet finishes. "The 105 is a nice little boat, kind of a performance cruiser like the 52,"

he noted.

Our other Iron winner was, as predicted last month, one of the *Raven* gang — at 24-years-old, Eva Holmstrom is only the second woman to complete the grueling triathalon, as well as the youngest person ever and our first foreigner! Eva, it turns out, came over from Sweden earlier this year, quickly landing a job at UK Sails in Alameda and a regular crew spot (the pit) on the CM 1200 *Raven*. Apparently, a few other *Raven* crew were planning to do the Challenge with her, but reality set in during the course of the long weekend. "Or maybe they just aren't as stupid as I am," shrugged Eva.

Raven DNFed the Windjammers, dropping out three miles from the finish when they were becalmed. They zipped into Santa Cruz, dropped off Eva and others, and then motored blindly up the coast in pea-soup fog in order to get to the start of





LATITUDE/ROB

'Tabasco' pins out 'Blue Chip' at the start of the SF Perpetual Cup. Inset, winning skipper Peter Isler (left) and Jeff Madrigali.

the Jazz Cup. After picking up fresh crew including Eva, *Raven* just barely made it to the starting line on time. "We were the first monohull to Benicia, and corrected out second in class," said Eva. "It made all the effort worthwhile." On Sunday, Eva dragged herself to the NOOD Regatta and hopped on the J/35 *Kiri*, which had an undistinguished day.

"I was pretty burned out when it was over, and didn't want to see a sailboat for a long time," confessed Eva. What does an Iron Woman do to recover on Monday, we wondered? "Actually, I ended up going sailing!" she laughed, describing the fun she had cruising around the Bay at warp speeds on a Melges 24.

A tip of the *Latitude* cap to Jay and

Eva, the newest Iron People. Did anyone else complete the Challenge this year?

SF Perpetual Cup Heads South

San Diego YC lifted the San Francisco YC Perpetual Cup, the oldest continuously run challenge cup on the West Coast (since 1895), from defender San Francisco YC on Sunday, September 20. The winning yacht was the CM 1200 *Tabasco*, skippered by Peter Isler. The challengers squeaked by Jeff Madrigali and the hometown team on the Farr 40 *Blue Chip* by just eight seconds on corrected time over the triple windward/leeward course. Sailing the race under the IMS system instead of one designs (such as Express 37s, like last time) made the day either more interesting or a bit of a joke, depending on your point of view.

Tabasco crushed *Blue Chip* off the starting line (upwind of Alcatraz), but

tacked abruptly for the Cityfront and apparent relief from the flood. *Blue Chip*, left to her own devices, was several boatlengths ahead at their first crossing — and began to extend from there. By the leeward mark, an inflatable near Blossom Rock, *Blue Chip* was 1:20 ahead of their rivals, basically all the time they owed *Tabasco* for the entire race. Madro and crew (owner Walt Logan, tactician Craig Healy, Carlos Badell, Hogan Beatie, Shawn Bennett, Hartwell Jordan, Tad Lacey and Jeff Wayne) flopped over onto port and proceeded confidently toward the Cone of Alcatraz.

"At that point, we didn't have much choice but to head for the Cityfront," conceded Isler. "It didn't look too good at first, to say the least." But the gambit paid off in a big way, as *Tabasco* caught a few shifts that *Blue Chip* never saw. Isler and his confederates (tactician Scott Easom, John Bennett, Peter Burton, Chris Busch, Keith Lorence, Casey Schnoor, Matt Smith and Greg Stewart) were a half dozen boatlengths ahead when the boats re-engaged, a remarkable comeback. From there, the faster *Blue Chip* passed *Tabasco* on the next run, eventually finishing about 1:20 ahead of their rival — too close to call a winner on the water.

While the sailors mingled at the San Francisco YC bar, the numbers gurus jimmied with the IMS scoring system for several hours. No one outside The Room knew what the outcome was going to be, though there was a general consensus that the day was a huge moral victory for San Diego, which realistically was hopelessly outgunned by the newer Farr 40 design. After what one observer described as "lots of table-pounding and mental gymnastics" (something about not agreeing on the wind strengths), the race officials finally emerged and declared San Diego YC the winner.

For *Tabasco* owner John Wylie, who elected to watch rather than sail, it was a fine ending to a successful three-year stint with his N/M-designed 39-footer. Wylie has sold *Tabasco* (ex-*Bullseye*) to Pete Connelly of Newport Beach, and is looking forward to taking delivery of his new 1D-35 in mid-November. After seeing the IMS rule "in action" that day, we can't say that we blame Wylie for fleeing in the direction of one design.

Sears, Bemis, Smythe

Our Area G junior sailors put in a strong showing in late August in the 1998 US Sailing Junior Championships. Hosted by the Bellingham YC (north of Seattle), and sponsored by Vanguard Sailboats, the

THE RACING SHEET

11-race series pitted the best and brightest kids in the country against each other in Lasers, 420s and Tuna 20s. At stake were prestigious perpetual trophies, sailing medals and a shot at joining the US Junior Sailing Team.

All 11 US Sailing regions sent juniors to compete in the Sears Cup, a series which dates back to 1921. Each region was allowed two entries in the Smythe and Bemis competitions, though neither was a sell-out. Happily, Area G did better than usual, earning medals in two events — Kimbal Hall took the bronze in Lasers, while the team of Chad Freitas, Dan Malpas and Dana Jones struck silver in the Santana 20s.

This may have been the last time all three events will be raced at the same venue. Next year, the Smythe and Bemis showdown will be in Hawaii, while the Sears will occur in Newport Harbor.

SMYTHE (Lasers) — 1) John Diskant, Carpenteria, CA, 46 points; 2) Clay Bischoff, Coral Gables, FL, 48; 3) Kimbal Hall, Alameda, 57. (20 boats)

BEMIS (420s) — 1) Scott Hogan/Amy Halvorsen, Newport Beach, 51 points; 2) Peter Deming/Cameron Williams, Cold Spring Harbor, NY; 3) Brad Yetman/Bill Brennan, Falmouth, MA, 53. (19 boats)

SEARS (Santana 20s) — 1) Marcus Eagan/Cardwell Potts/Robert Conrad, New Orleans, 26.4 points; 2) Chad Freitas, Dan Malpas, Dana Jones, StFYC; 3) Brian Bissell/Tyler Haskell/Jamie McCormick, Newport Beach, 41.8. (11 boats)

Day on Monterey Bay

Forty-six boats went sailing for a good cause on August 30, namely the 14th annual Day on Monterey Bay Race. For the seventh time, the event benefitted the local Big Brothers/Big Sisters of Santa Cruz County, this time netting about \$15,000 for that worthy charity. Nineteen boats entered with corporate sponsorship (i.e., contributions ranging from \$250 and \$750), and about half of the individual sailors supported the regatta by paying an optional (and tax-deductible) \$50 entry fee. For their largesse, participants were entitled to a spiffy West Marine jacket (worth \$65) and a ticket to the post-race barbecue at host Santa Cruz YC. About 60 local businesses gave away goods and services as raffle prizes, which also contributed to the bottom line.

Event co-chairman Ron Merrill mentioned two boats in particular, the Santana 35 *Gandalf* and the SC 70 *Mirage*, that were particularly generous this year. "West Marine has always been our primary sponsor, and deserves our special thanks," noted Ron. He also singled out two charter boats, *Chardonnay II* and *Team O'Neill*, and Dave Hodges' Santa Cruz Sails for their handsome donations.

By its very format — a PHRF pursuit race — it was hard to take the sailing part of the day too seriously, and many of the boats came out overlaid with passengers. The 10-mile race, a double windward/leeward between Lighthouse Point and Soquel Point, was sailed in a receding breeze which almost immediately favored the bigger boats. Paul Ely's SC 52 *Elyxir*, with designer Bill Lee among its cast of thousands, got the best of sister-ship *Ingrid* to win overall honors for the day.

CORPORATE — 1) *Elyxir*, SC 52, Paul Ely (Santa Cruz Yachts); 2) *Ingrid*, SC 52, Bill Turpin (Netscape); 3) *Mirage*, SC 70, Jim Ryley (Cupertino Electric); 4) *Scorpio*, Wylie 42, Brad Bini (Particle Service Co.); 5) *Outrageous*, Olson 40, Rick Linkemyer (Crow's Nest); 6) *Flying Squirrel*, SC 33, Jack Gordon (Ferrari of Los Gatos); 7) *Dos Busters*, Antrim 27, Gary & Mindy Evans (Westex Automotive Co.). (19 boats)

DIV. I (under 140) — same as above (18 boats)

DIV. II (141-170) — 1) *Morgasm*, Moore 24, Hank Niles; 2) *Mercedes*, Moore 24, Joel Verutti; 3) *Dynaflo*, SC 27, Matt Dini. (9 boats)

DIV. III (171 and up) — no finishers (2 boats)

NON-SPINNAKER — 1) *Kokopelli*, SC 40, Lani Spund; 2) *Dream Catcher*, J/24, Deshen Yu; 3) *Bayethoven*, Ranger 26, Sally Van Dyke. (13 boats)

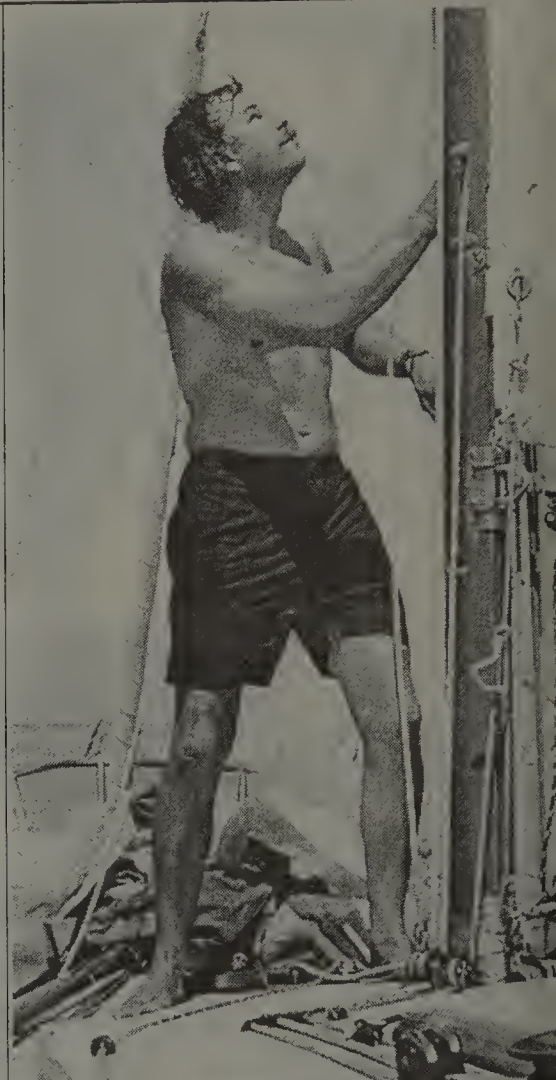
MULTIHULL — 1) *Hobie 20*, Bart Goodell; 2) *Hobie 20*, Roger Neathery. (4 boats)

All That Jazz

It wasn't exactly a Miles Davis/John Coltrane fusion jam. But even in the Doldrum-like conditions of September 5, some 500 sailors on 139 boats managed to boogie-woogie pretty effectively to Benicia in the latest incarnation of the Jazz Cup.

The pianissimo (very light) wind came into play shortly after the quick upwind leg around channel marker 2 off Treasure Island. Well, it was more like zeronissimo. Fortunately, the 4-knot max flood A-train was leaving the station and everybody could have taken their sails down for the next hour and a half and still been competitive. Some people took the opportunity to escape the unusually muggy heat by jumping in the water — with their mandatory lifejackets on, of course. Others bailed out of the race. Almost all the 34 DNFs occurred before Red Rock. The wind began its slow return by about the Brothers, but it never reached anywhere near the 25-knot small craft proportions predicted earlier in the day.

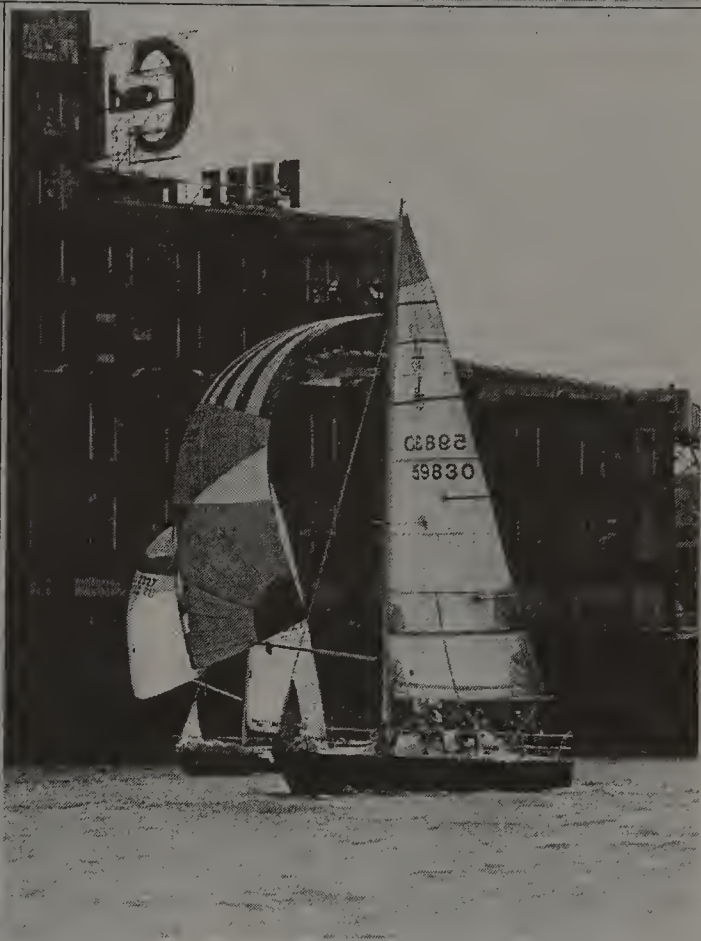
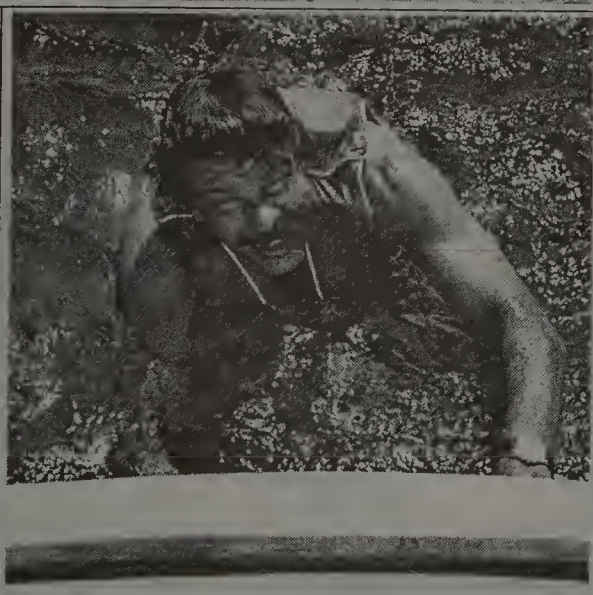
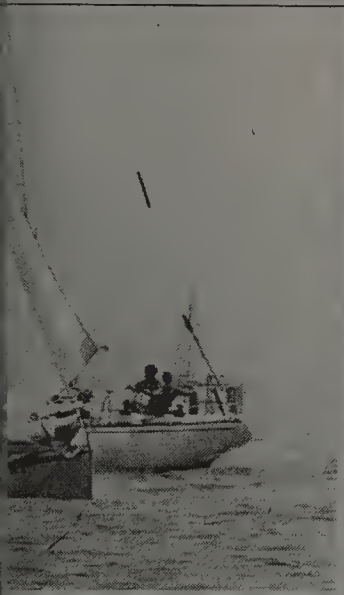
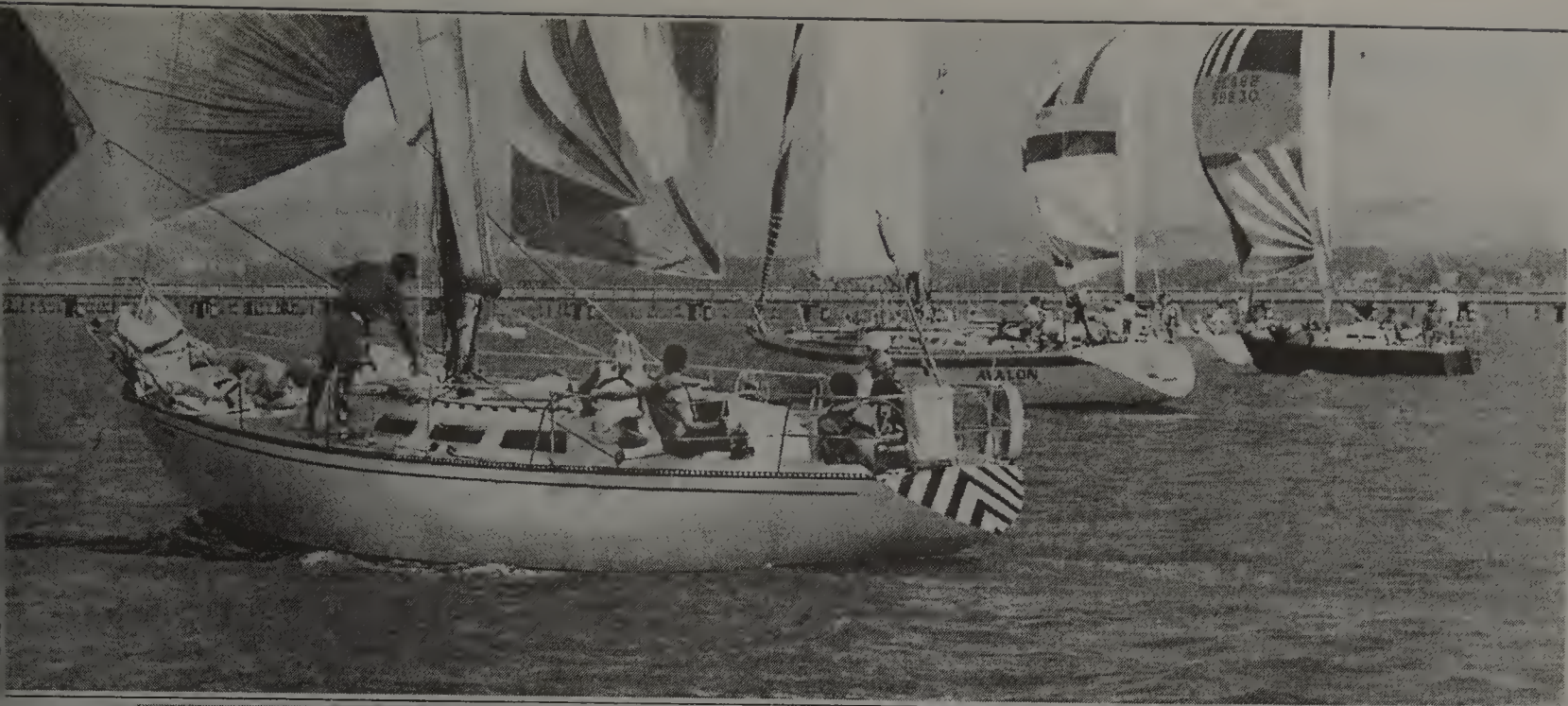
The fleet was once again tinkling the ivories on the light-air run up San Pablo Bay, followed by a crescendo finale off co-sponsoring Benicia YC. The boats then rafted several deep off the Benicia YC for the second half of the festivities, which included a creole-style dinner, music from two bands, dancing and even an inter-



continental breakfast on Sunday.

Top finishers this year included *Noble Prize*, a Newport 30 MkII owned by Noble Griswold, and Mitch Fredricks' Catalina 27 *Tunnel Vision*. The former took home the coveted Jazz Cup Trophy, which is awarded to the yacht with the best corrected time from either Benicia or the co-sponsoring South Beach Yacht Clubs. (*Noble Prize* is a Benicia boat.)

Fredricks and company topped the fleet on overall corrected time, regardless of club affiliation. They received the new-this-year Jazz Cup Overall trophy for their feat. Perhaps the most coveted awards this year, however, were the 'brag flags'



Still life at the Jazz Cup, including rare photos of our managing editor John Riise actually participating in a sailboat race. Bored with the slow going — and being solidly out of trophy contention — JR jumped overboard and began pushing the boat towards Benicia. All photos 'latitude'/jr & chris.

given to the top four finishers in each of the eight divisions.

In one of those odd twists of fate, the music festival from which the Jazz Cup derived its name a half-decade ago has moved to Vallejo. But the truth be told, it's missed by few Jazz Cup participants. Benicia's many charms are much easier to enjoy without having to tangle with the Perrier and chablis crowd. And the downwind riff to get there — even in a relatively bland year — is one of the coolest

'jam sessions' of the year. You dig?

DIV. A (ULDB/Sportboat) — 1) Kwazy, Wabbit, Colin Moore; 2) Always Friday, Antrim 27, John Liebenberg; 3) Navigator, Soverel 33, Bill Melbostad; 4) Owslarah, Antrim 27, Joseph Melino; 5) Mischief, Soverel 33, Bill Moore; 6) Abracadabra II, Antrim 27, Dennis Surtees; 7) Wet Bunns, Wabbit, Bill Gardner (18 boats)

DIV. B (under 116) — 1) Llmelight, J/105, Harry Blake; 2) Raven, CM 1200, Mark Thomas; 3) Sceptre, J/130, Joan Garrett; 4) Bodacious, Farr One Ton, John Clauser; 5) Spellblinder, Santana 35, Joel Davis. (14 boats)

DIV. C (117-142) — 1) Ixxls, Olson 911-S, Ed Durbin; 2) Ragtop, J/32, Todd Wyrick; 3) Obsession, Hunter 35.5, Scott Gilliland; 4) Warwhoop, Contessa 33, Chuck Hooper; 5) Enigma, Capo 30 mod., Bob Hultman; 6) Jane Doe, Olson 911-S, Bob Izmarian. (16 boats)

DIV. D (142-156) — 1) Dreamer, Hunter 31, Mr. Gooding; 2) Freestyle, C&C 33, Dave Jones; 3) Sundancer, Hunter 34, Bob Carlen; 4) Highlighter, Islander 36, Bill Hackel. (11 boats)

DIV. E (157-179) — 1) Noble Prize, Newport 30, Noble Griswold; 2) 3-Ring Circus, Olson 25, Dave McMurtry; 3) Chesapeake, Merit 25, Jim Fair; 4) Tight Squeeze, C&C 29, Wayne Yacoots. (9 boats)

DIV. F (180-192) — 1) Voyager, Ranger 29, Don Pruzan; 2) Talisman Banana, J/22, Gary Albright; 3) Red Fox, Ranger 29, Mr. Lindsay; 4) Dancing Bear, Catalina 30, Mr. Askins. (11 boats)

THE RACING

DIV. G (1 93-270) — 1) **Tunnel Vision**, Catalina 27, Mitch Fredericks; 2) **Dulcenia**, Coronado 27, John Slivka; 3) **Wet Sheets**, Islander 28, Mr. Merrill; 4) **Sequel**, Catalina 27, Scott Hester; 5) **Faraway**, O'Day 27, Jim Mueller. (14 boats)

DIV. H (multihull)—1) **Bastet**, Hobie 20, Kit Wiegman; 2) **No Name**, Hobie 20, George Pedrick; 3) **Pegasus**, F-27, Andrew Pitcairn; 4) **Joint Venture**, F-24 Mk. 1, Randy DeVol. (11 boats)

OVERALL— 1) **Tunnel Vision**; 2) **Dulcenia**; 3) **Voyager**. (139 boats)

Championship Round-Up

Billions and billions. That's how many national and world sailing championships were held last month, or at least it seemed that way to us. Here are some of them:

WYLIE WABBIT NATIONALS (RYC; late August):

1) Bill & Melinda Erkelens, 12 points; 2) Kim Desenberg, 15; 3) Colin Moore, 23; 4) Jon Stewart, 24; 5) Rich Jarratt, 32; 6) Greg Byrne, 38; 7) Charles Whitten, 41; 8) Jim Malloy, 51; 9) Jerry Keefe, 60; 10) Steve Saperstein, 66. (10 boats; 8 races, 1 throwout)

SANTA CRUZ 27 (Cabrillo Beach; Aug. 21-23):

1) **Mach 5**, John Reiter, San Diego YC, 24.75; 2) **Ciao**, Andy Carson, 31.75; 3) **Silver Bullet**, Russ Boudreau, 32; 4) **Hanalei Express**, Rob Schuyler, 36; 5) **Plum Crazy**, Jay Newson, 43.5; 6) **Dynaflow**, Mark Dini, 48; 7) **Southern Comfort**, Cole Price, 62; 8) **Sling-shot**, Sam Hatch, 63; 9) **Lark**, Dick Squire, 70; 10) **California Zephyr**, Peter Dalton, 71. (19 boats; 8 races, no throwouts)

SCHOCK 35 (San Diego YC; Aug. 21-23):

1) **Wild Thing** (ex-Buttercup, ex-Menace), Scott Harris/Kara Zylstra, 30 points; 2) **Ricochet**, Alex Benson, 34; 3) **Outlier**, Dick Schmidt/Gwen Gordon, 38; 4) **Wings**, Dennis & Sharon Case, 43; 5) **Whistler**, Pete Johnston/Claudia Wainer, 47. (19 boats; 7 races)

14th MILLIMETER NATIONALS (EYC; Sept. 12-13):

1) Richard Hubbert, 17 points; 2) Pax Davis, 18; 3) Dave Huggins, 20; 4) Bruce Munro, 23; 5) Dave McMurtry, 37; 6) Chris Boome, 41; 7) Dave Vickland, 45; 8) Liam O'Flaherty, 59; 9) Keith Denebeim, 61; 10) Dan Wadleigh, 74; 11) Joe Price, 78. (11 boats; 10 races, 2 throwouts)

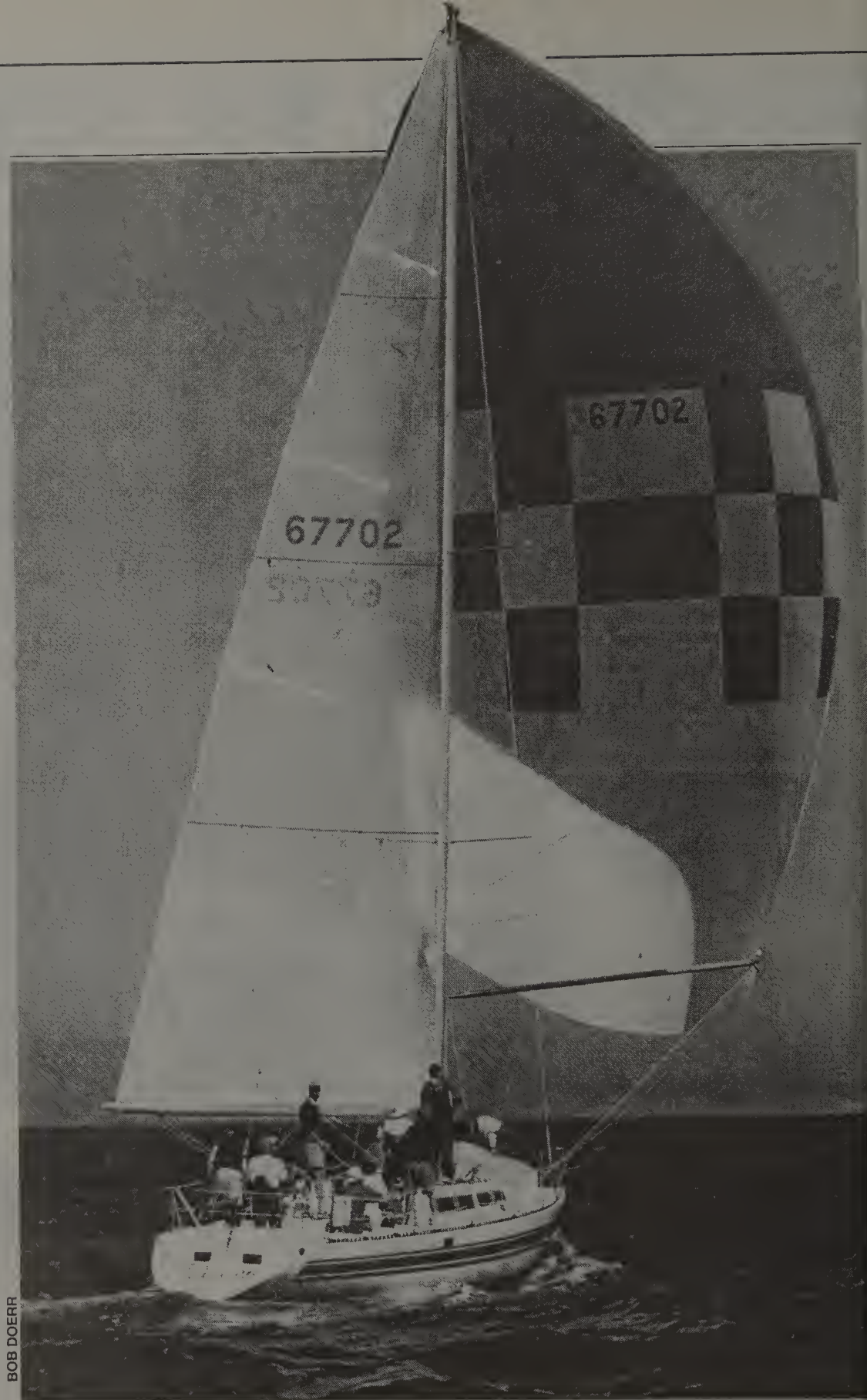
CAL 20 NATIONALS (SFYC; Sept. 18-20):

ADULT —1) **Rigormortis**, Doug McLean (with Randy Smith and Jib Kelly), Glendale, 16 points; 2) **Lickey Split**, Vann Wilson, Long Beach, 17; 3) **Happy Camper**, Kenny Dair/Mike Burch, Torrance, 17; 4) **Veintieses**, Chuck Clay, Long Beach, 21; 5) **Pebbles & Bam Bam**, Dave Hammett, Costa Mesa, 22; 6) **Orange Crate**, Mike Schaumburg, San Francisco, 24; 7) **Ya Think**, Ted Rogers, Palo Alto, 31; 8) **Sea Saw**, David Green, San Francisco, 31; 9) **Ice**, Bren Meyer, Alameda, 33; 10) **Cal-Abunga**, Dan Turner, Kenwood, 50; 11) **Tension II**, John Nooteboom, Tiburon, 54; 12) **Kobyashi Maru**, Reid Casey, Fremont, 60; 13) **Faux Pas**, Mikey Murison, Belvedere, 63; 14) **Magical**, Colin Jackson, Surrey, BC, 70; 15) **Recluse**, Howard Martin, Oakland, 72. (23 boats; 6 races, 1 throwout)

JUNIOR —1) **Orange Crate**, Duncan Gilliam, San Francisco, 3 points; 2) **Ice**, Cory Caldwell, Alameda, 7; 3) **Faux Pas**, Mikey Murison, Belvedere, 8. (5 boats; 3 races)

STAR WORLDS (Slovenia; mid-September):

1) Colin Beashel, AUS, 22 points; 2) Torben Grael, BRA, 23; 3) Alexander Hagen, GER, 46; 4) Mats Johanson, SWE, 46; 5) Vincent Hoesch, GER, 55.



BOB DOERR

(90 boats)

Others: 10) Peter Vessella, USA, 68; 15) Vince Brun, USA, 95; 20) Howie Schiebler, USA, 107; 23) Mark Reynolds, USA, 127.

505 NAs (Hyannis YC, MA; mid-September):

1) Nick Trotman/Mike Mills, Massachusetts, 32 points; 2) Mark Upton-Brown/Ian Mitchell, UK, 44; 3) Howie Hamlin/Mike Martin, SoCal, 45; 4) Mike Zani/Peter Alarie, RI, 58; 5) Ian Saugmann/Morten Ramsbaek, 68.4, DEN. (97 boats)

ETCHELLS WORLDS (Eastern YC, MA; mid-Sept.):

1) Dirk Kneulman, CAN, 29 points; 2) Russell Coutts, NZL, 30; 3) Peter Duncan, USA, 37; 4) Dave Curtis, USA, 41; 5) Gary Gilbert, USA, 50; 6) Robbie

Heck of a victory: The SC 50 'Roller Coaster' en route to winning the revived Dolphin Regatta.

Doyle, USA, 50; 7) Jeff Madrigali, USA, 53; 8) Henry Springler, USA, 63; 9) John Roy, CAN, 69; 10) Ben Altman, USA, 75.

Others: 15) Tim Hogan, USA, 99; 19) Dennis Conner, USA, 121; 22) John Betrand, AUS, 131. (102 boats)

SOLING WORLDS (Milwaukee YC; early September):

1) Georgi Shaiduko, RUS, 112 points; 2) Sergey Pichugin, UKR, 114; 3) Paola Cian, ITA, 119.7; 4) Harry Melges, III, USA, 122.7; 5) Jordi Calafet, ESP, 128; 6) Manuel Doreste, ESP, 131; 7) Stig Westergaard, DEN,

134.1; 8) Roy Heiner, NED, 136.7; 9) Tony Rey, USA, 139.7; 10) Jali Makila, FIN, 140.7. (67 boats)

Others: 11) Jeff Madrigali, USA, 144; 18) Dave Curtis, USA, 170.

Dolphin Regatta

The Dolphin Regatta, which traces its roots back to the now-defunct Plaza Cup, was contested in SC 52s and SC 50s on Monterey Bay on September 12-13. Sponsored by Monterey Bay Boat Works and hosted by Monterey Peninsula YC, the three-race regatta marked the first time that big boats have raced on this body of water for at least a half dozen years. Three SC 52s (*Elyxir*, *Ingrid*, *Rosebud*) were pitted against four veteran SC 50s, two local (*Octavia*, *Roller Coaster*) and two from Southern California (*Dolphin Dance*, *Lina*). Perfect 10-17 knot breezes, sunny skies, great camaraderie and some particularly close racing (small handicaps evened things up between the 17-year-old 50s and their modern sisterships) made it a memorable weekend.

After the trio of races (12, 15.7, and 19.1 miles, respectively), three different boats each had scored a bullet: Roger Sturgeon's *Rosebud*, Paul Ely's *Elyxir* and Ken Burnap's *Roller Coaster*. The 'best' bullet of the weekend was *Roller Coaster*'s effort on Sunday, which hinged on winning a tacking duel with *Elyxir* on the final beat. By taking that race, *Roller Coaster* — the only boat with a full-time pro driver, Pete Heck — pulled into a three-way tie for first, which was broken in their favor by the tie-breaker rules. Second was awarded to *Elyxir*, while *Octavia* took third.

"It was great to see the 50-footers roaming around Monterey Bay again, and the racing couldn't have been much closer," claimed *Octavia* crewmember Brent Rulme. "Monterey Peninsula YC did a terrific job — they really went out of their way to make sure everyone had a great time! The only bummer was that none of the San Francisco boats could get it together to make the relatively short trip down here, especially in light of boats coming from as far away as San Diego."

1) *Roller Coaster*, SC 50, Ken Burnap/Pete Heck, 8 points; 2) *Elyxir*, SC 52, Ely Family, 8; 3) *Octavia*, SC 50, Shep Kett, 8; 4) *Ingrid*, SC 52, Bill Turpin/Jay Crum, 10; 5) *Rosebud*, SC 52, Roger Sturgeon, 11; 6) *Dolphin Dance*, SC 50, Cherie Booth, 18; 7) *Lina* (ex-*Ralphie*), SC 50, Walter Pressel, 22. (7 boats)

Knarr IKCs

Professional sailor Jens Christensen, a Danish sailmaker with North/Diamond, had his way with the 25-boat fleet at the

recent 30th annual International Knarr Championship on August 22-29. Christensen won in a runaway, posting a 1,1,1,2,(9),1 record in the StFYC-hosted Cityfront regatta. The civilized series, which rotates annually between Norway, Denmark and San Francisco on the Bay, consisted of six moderately windy races and one throwout. With a noon start off the Cityfront each day and just one 2.5-hour race a day, there was plenty of time for socializing during the week.

This was the first IKCs for Christensen, who returned to town last month to sail on the R/P 50 *Morning Glory* in the Big Boat Series. His dominance ruffled a few feathers among the old guard, some of whom were heard grumbling about their corinthian class being invaded by a pro. Among Jens' victims was fellow Dane Frank Berg, who finished a distant second. Berg, the defending champion and a four-time IKC winner, did manage to take one of the two bullets that Christensen missed. Local sailor Mark Heer snagged the other one.

San Francisco YC member George Rygg, sailing with Mike Walsh and Steve Shaffer, earned the bronze, as well as the top American spot. Bay Area Knarr sailors fared well, populating seven of the top ten spots.

1) Jens Christensen, DEN, 3 points; 2) Frank Berg, DEN, 26.7; 3) George Rygg, USA, 47.4; 4) Craig McCabe, USA, 54.7; 5) Knud Wibroe, USA, 57; 6) Mikkel Andersen, DEN, 58.7; 7) Terry Anderlini, USA, 66.7; 8) Tom Reed, USA, 69.7; 9) Mark Heer, USA, 70; 10) Chris Perkins, USA, 70.7; 11) Chris Kelly, USA, 75.7; 12) Troels Bjerg, DEN, 76.4; 13) Klaus Fossum, DEN, 79; 14) Laury Drew, USA, 79.7; 15) Christian Rasmussen, DEN, 83. (25 boats)

America's Cup Update

With just 510 shopping days left until the 30th America's Cup begins on February 26, 2000, in Auckland, it's time for the challengers to start putting their money where their mouths are. There are still 16 syndicates (representing 10 nations) vying for the right to wrest the Auld Mug away from the Kiwi juggernaut, but surely some of these challengers are getting ready to fold their tents as reality sets in.

Next month, we'll check out what's new with the foreign challenges. In the meantime, here's the quick and dirty scouting report on our six U.S. challengers:

AmericaOne (www.ac2000.org) — Paul Cayard's syndicate took some giant leaps forward last month, signing two new major sponsors: telecommunications company Bellcore/SAIC and auto giant Ford Motors. Now funded to the tune of \$18

million (out of a \$30 million projected budget), the syndicate has begun recruiting crew. Their first four draftees are Josh Belsky (the only American to win both an America's Cup and a Whitbread Race), young bowman Curtis Blewett, versatile Kiwi sailor Sean Clarkson and one design ace Terry Hutchinson.

Counting these four, Cayard and John Kostecki, six of the 16 spots on their varsity boat are now filled. The entire team presently numbers 49: six crew, three support people (Donny Anderson, Will Paxton, Marci Porter), ten office workers, and 30 members of the design team led by Bruce Nelson. A builder had been selected for the new boat, and will be announced soon.

More crew announcements are also expected soon, as training is scheduled to commence on their chartered trial horse, *oneAustralia*, in January and February in Auckland. After that, the show will be packed up and moved to Long Beach, where they intend to camp out through next summer. Their new boat should be ready by then for two-boat testing with *oneAustralia*. Long Beach was chosen as the venue for this work over the Bay Area, as sailing conditions are more user-friendly for R&D down there.

America True (www.americatrue.org) — Last month, Dawn Riley's group revealed that the boat they purchased a few



LATITUDE/ROB

Annapolis sailmaker Terry Hutchinson is on a roll this year. Too bad for him the Rolex award will probably go to his new boss, Paul Cayard.

months ago in a top secret arrangement is the Farr-designed *TagHeuer*, the boat that Chris Dickson campaigned in the '95 Trials. Under the terms of the sales contract, the identity of the boat had to be kept quiet until the NYYC syndicate fin-



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ished using it this summer. Tag is presently en route to Auckland, where Dawn, John Cutler and their minions (which — surprise! — no longer include Jeff Madrigali) will begin practicing on it around December 1. Meanwhile, rumor has it that *America True*'s new Phil Kaiko-designed boat will be built by Jim Betts up in Truckee for an April launch date, followed by two-boat testing in Auckland.

America True seems to have \$10-12 million dollars in their war chest, but they aren't exactly forthcoming about their financial state. They also claim to have signed up more brand-name crew, but

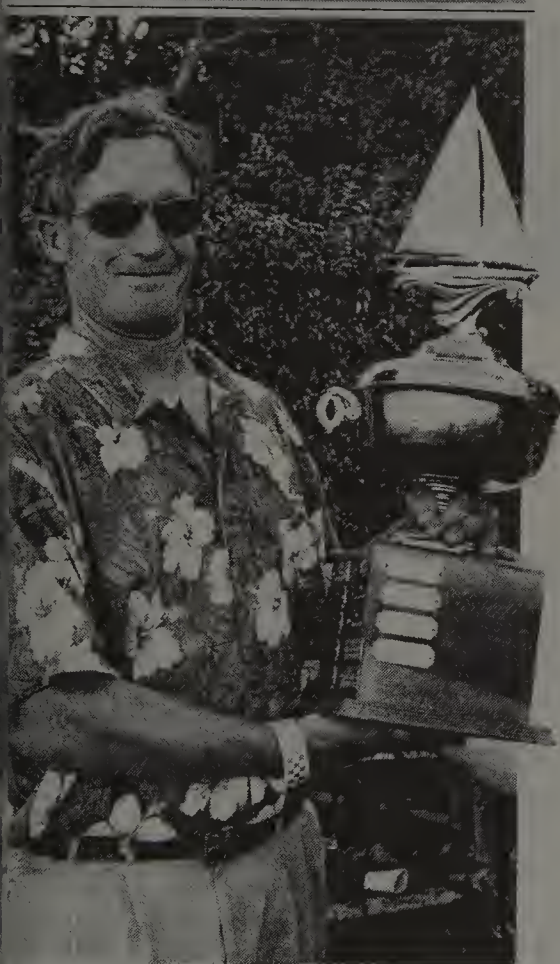
Windjammers Race, clockwise from top left: Riding the rail on the SC 52 'Elyxlr'; following the fleet from the Devil's Slide area; Jack Halterman and the overall pickle dish; the 'InfraRed' gang poses for a family portrait; the doublehanded Olson 25 'E-Ticket' heads out into the ocean; Bob Bloom threatens race chairman Tim Stapleton with a winch handle. All photos courtesy Windjammers YC.

because contracts are still being negotiated, they can't release the names yet.

New York YC/Young America (www.youngamerica.org) — Ed Baird's syndicate continues to be the frontrunner among the six American efforts. They've just finished two summers of two-boat training in Rhode Island using *Young America* (the 'Mermaid') and *TagHeuer*. Both boats are en route to Auckland, where the syndicate will begin another round of training

in mid-October. Construction on two new Farr-designed IACC boats will begin in early 1999 at Eric Goetz's yard in Rhode Island, with still more training to follow in the spring off Rhode Island. They currently have the most money (\$20.5 million out of their \$40 million budget), most sponsors (including *Yachting*, the "world's leading marine magazine") and almost too many crew (including Bay Areans Kimo Worthington and Hartwell Jordan). They

THE RACING SHEET



Team Caribbean (www.amcup.vt) — Peter Holmberg's grassroots effort has shown a lot of heart and soul, but their time appears to be almost up. Even Holmberg, currently the top-ranked American match racer (and #3 in the world), admits that if they don't raise more money in the next month or so, they'll be forced to close shop. Realistically, Holmberg could build his Dave Pedrick design as late as April and still make The Show — but at this point, it would take a financial miracle. Look for Team Carribean to be the first to fold among the six U.S. challengers.

Team Dennis Conner (www.cortez-racing.com) — The big man is still lying low, but you can never count him out. Best we can figure, he intends to do one of two things: revamp his '95 steed for a low budget shot at the Cup — maximum exposure for a minimal entry fee. As a 7-time participant, Conner knows how to play the game — and even though he wouldn't be very competitive, this approach looks like a winning hand from a business standpoint.

We like scenario two better: According to the rumor mill, DC has scored a pile of money from QualComm — possibly as much as \$20 million. With no design team and what might be a huge budget, Conner will go on a shopping spree, essentially buying out one of the weaker syndicates. According to longtime Team DC associate Bill Trenkle, an announcement is forthcoming. Either way, it ought to be interesting — and quite possibly slingshot Conner up to a level comparable to Baird and Cayard.

Tune in next month for more rumors, innuendo and half-baked speculation.

Windjammers Race

Don't feel too bad if you missed the 57th annual Windjammer Race — it was upwind to Santa Cruz this year! Apparently it was a pleasant enough sail — sunny and 6-16 knots of breeze from the south — but it was hardly the norm for this 67-mile traditional kickoff to the Labor Day Weekend. Given the long upwind slog, not to mention the ever-present hole off the finish line, only 38 of the 80 starters finished before the Saturday noon cut-off time. "Anyone who managed to finish really earned it this year," claimed race chairman Tim Stapleton.

Sayonara, sailing with two billionaires — owner Larry Ellison and guest Ted Turner — and a boatload of talent including Chris Dickson, Gary Jobson, Mark Rudiger, Norman Davant and others, was first to finish after 10 hours, 26 minutes. Turner was aboard as a preview to his

charter of the boat for next summer's Fastnet Race, the 20th anniversary of the '79 disaster (which he won in *Tenacious*). "Ted steered a lot, and was just in heaven," claimed Davant. "He hasn't sailed much for the last two decades, but you can tell it's still in his blood. He really seemed to love it."

The Farr 80 would have won overall had it not been for the hole which engulfed them around Davenport. They eventually drifted from there to the finish, where they were ferried to the yacht club by motorboat as *Sayonara* draws too much to enter the harbor. *Mirage*, Jim Ryley's veteran SC 70, did an end-around to finish just 22 minutes after *Sayonara*, good enough for overall corrected time honors by 16 minutes over runner-up *Revelry*.

DIV. 1 — 1) *Mirage*, SC 70, Jim Ryley; 2) *Revelry*, SC 40, Jim Winterbotham; 3) *Ingrid*, SC 52, Bill Turpin; 4) *Sayonara*, Farr 80, Larry Ellison; 5) *Elyxir*, SC 52, Paul Ely; 6) *Roller Coaster*, SC 50, Ken Burnap; 7) *Scorpio*, Wylie 42, John Siegel; 8) *Octavia*, SC 50, Shep Kett; 9) *Rosebud*, SC 52, Roger Sturgeon; 10) *Red Hornet*, Schock 40, Alphonso Sosa. (22 boats; 6 DNF)

DIV. II — 1) *InfraRed*, Davidson 44, Richard Peck; 2) *Jarlen*, J/35, Bob Bloom; 3) *Spindrift V*, Express 37, Larry & Lynn Wright; 4) *Savoir Faire*, Beneteau 42, Dale Williams; 5) *Punk Dolphin*, Wylie 39, Jonathan Livingston; 6) *Marishanna*, Wylie 39, Adams/Freeman/Loube. (17 boats; 6 DNF)

DIV. III — 1) *Brigadoon*, Blackwatch 37, Robert Horton; 2) *Shanti*, Olson 911-SE, David Fain; 3) *California Zephyr*, SC 27, Peter Dalton. (11 boats; 7 DNF)

DOUBLEHANDED — no finishers (7 boats)

MOTOR — 1) *Princess*, Sabre 402, Bruce Munro; 2) *Windancer*, Catalina 38, Everett Pedigo; 3) *Chorus*, Kettenburg 38, Peter English; 4) *Gypsy Warrior*, Freya 39, Rick Gio. (17 boats; 11 DNF)

DOUBLEHANDED MOTOR — 1) *Chelonia*, Yankee 30, Ed Ruszel. (6 boats; 5 DNF)

Race Notes

Safety first: Despite 39 TransPacs without any fatalities, the TransPac board of directors recently decreed that all on-deck racers **must wear life jackets** (fixed or inflatable) at night. Furthermore, such PFDs will have to be equipped with personal strobe lights. Veteran TransPac campaigner Robbie Haines was the chief proponent of the tough new rule, which was adopted over the alternative of wearing harnesses at all times at night. In another safety-related development, the board outlawed boats with canting keels and water ballast, although it grandfathered in *Merlin*, which has now made two Pacific crossings with her canting keel.

Ironically, one of the main voices calling for the ban on these stability-enhancing features was **Roy Disney**, who rewrote the Pacific Cup record book earlier this summer using 3,000 pounds of external water ballast on *Pyewacket*. Disney ap-

have the most momentum of any U.S. challenger, but that could be changing as *AmericaOne* starts catching up.

Aloha Racing (holoholo.org/aloha_racing) — John Kolius' Waikiki YC-based syndicate is really hard to read. They have somewhere between \$10-20 million now, most of it from HealthSouth, a national health care company. They intend to build at least one boat, and maybe two, in Hawaii with local artist Wyland (of 'whaling wall' fame) committed to painting the hull. Aloha Racing should make it to Auckland, but is generally considered a dark horse at best.

THE RACING

parently wrote the board expressing his conviction that experiments like this shouldn't go mainstream, i.e., that the set-up was just too risky. . . The 40th TransPac will depart from Los Angeles on June 29 (cruisers), July 3 (racers) and July 6 (multihulls).

Sale boats of the month: The veteran '78 Peterson 40 **Leading Lady** was recently bought by Gert Geisslreither of Alameda, who plans to convert the aluminum IOR racer into a cruising boat. . . Sausalito boat dealer Alphonso Sosa has ordered a **Schock One Design 40** (the production version of *Red Hornet*) for his personal yacht. The boat, hull #3, will arrive in December. "Our tentative plan is to do the PV Race and MEXORC," calimed Alphonso. . . The **ID-35** class is really taking off now, with 30 sold across the country. A demo boat will available for test sails in Southern California (San Diego, Newport, Long Beach) during the first half of October. Call Greg Stewart at Nelson Marek, (619) 224-6347, for details. . . Lloyd Ritchey of San Jose, a former partner in the Santana 35 *Northern Lights*, has bought **Breakout**, another Tuna 35.

Fleeting news: Three more **Antrim 27s** are now loose on San Francisco Bay — hull #7, still unnamed, just accompanied owner Conrad Arnold on his move here from Arkansas. Steve Reinhart's *Cascade* (#13) and Rich Ray's *Polar Bear* (#14) are



also now sailing out of Encinal YC. This brings the total of A-27s in Northern California up to nine (out of the 14 built), which bodes well for one design status next year. Check www.a27class.org for the full story. . . The builders of the Antrim

'Abracadabra', seen here popping a wheelie at the Kenwood Cup, just wrapped up the 1998 One Design 48 season championship.

27, Ultimate Sailboats of Santa Cruz, are also still cranking out **Ultimate 20s**. "We're up to hull #123 now, with strong-

BOX SCORES

PICYA CHISPAYOUTH (Santa Cruz YC; Aug. 22):

CHISPA (Laser) — 1) Rob Horne, StFYC; 2) Matt Niccolls, RYC; 3) Rory Griffin, SCYC. (6 boats)

YOUTH-A (El Toro) — 1) Travis Kool, SCYC; 2) C. McCloskey, SFYC. (3 boats)

YOUTH-B (El Toro) — 1) Daryle Kool, SCYC; Molly Carapiet, SFYC. (4 boats)

48th LABOR DAY REGATTA (Santa Rosa SC; 9/5-7):

CENTERBOARD — 1) Tom & Ginny Dost, Lido 14; 2) Jim & Donna Hoey, Lightning. (6 boats)

KEEL — 1) Gordon & Gerald Amrien, Chrysler 22; 2) Mark Peters/Aloha Juliet, Ericson 26; 3) Doug Buescher, Merit 22. (6 boats)

LASER — 1) Dennis Derickson; 2) Rick Robertson. (4 boats)

SF PELICAN — 1) Peter & Doreen Minkwitz; 2) Bob Jones/Karen Juncker; 3) Howard Mackey; 4) Curtis Johnson. (11 boats)

(5 races, 1 throwout on Tomales Bay)

SSS EAST BAY ESTUARY RACE (Sept 12; 25 miles):

SINGLEHANDED — 1) **White Knuckles**, Olson 30; 2) **TGITW**, Santana 22; 3) **impossible**, Ranger 23; 4) **Uno**, WylieCat 30; 5) **Mirage**, Black Soo; 6) **Tinsley Light V**, WylieCat 30; 7) **Lipstick**, Express 27; 8) **Razzberries**, Olson 34; 9) **Jabberwock**, Buccaneer 35. (25 boats; all others DNF)

DOUBLEHANDED — 1) **Salty Hotel**, Express 27;

2) **Kwazy**, Wabbit; 3) **Wet Buns**, Wabbit; 4) **Tailchaser**, Moore 24; 5) **Pegasus**, F-27; 6) **Joy Ride**, Moore 24; 7) **Surfari**, Express 27; 8) **Opus**, Express 27; 9) **Stop Making Sense**, Soverel 33. (25 boats; all others DNF)

SCORE #2 (SCYC; Sept. 13):

DIV. A — 1) **Absolute 88**, Wylie 37, Keith MacBeth; 2) **Animal House**, Olson 30, Mat Lezin/Tom Akrop; 3) **Red Hak**, SC 40, Lou Pambianco. (5 boats; 15 miles)

DIV. B — 1) **Magna**, SC 27, Jim Case; 2) **Free Fall**, Moore 24, Fred Cox. (3 boats; 13 miles)

EASOM FOUNDERS REGATTA (SFYC; Sept. 12-13):

1) **I Love My Wife**, Craig Healy, 8 points; 2) **Trouble**, Chris Perkins, 13; 3) **Mr. Natural**, Tim Parsons, 15; 4) **Final Final**, Hank Easom, 18; 5) **600**, Bill Dana, 27; 6) **White Jacket**, John Satak, 37; 7) **Air Tuna**, Jim Gregory, 42. (12 boats)

(5 races for Etchells)

FALL DINGHY REGATTA (StFYC; Sept. 12-13):

EUROPE — 1) Meg Gaillard, 5 points; 2) Sam Barnes, 13; 3) Lynn Olinger, 17; 4) Tom Alexander, 17; 5) Krysia Pohl, 20. (10 boats)

FINN — 1) John Callahan, 5 points; 2) Mo Hart, 9; 3) Patrick Weaver, 15. (5 boats)

I-14 — 1) Greg Mitchell/Madhaven Thirimalai, 5 points; 2) Mr. Beninhous/Mr. Heym, 12. (4 boats)

IMCO — 1) Al Mirel, 5 points; 2) Fung Yang, 13; 3) Dave Robinson, 14; 4) David Wells, 22; 5) Bitsy Patterson, 25. (10 boards)

LASER — 1) Charles Meade, 6 points; 2) Tracy Usher, 11; 3) Peter Phelan, 15; 4) Dana Jones, 15; 5) Luke Raymond, 23. (11 boats)

(5 races; 1 throwout)

SOUTH BAY YRA (OPYC; Sept. 19):

DIV. I — 1) **Fermanagh**, O'Day 34, Frank Johnson; 2) **Hardtack**, J/24, Charles Allen. (5 boats)

DIV. II — 1) **Jet Lag**, Catalina 34, Roger Roe; 2) **Far Better Thing**, Ericson 30+, C. McArthur. (5 boats)

INTERCLUB SERIES FINAL (6 races):

SPIN. A (Merit 25) — 1) **Usual Suspects**, Steve Zevanove, 6 points; 2) **CK Porter**, Cindy Surdez, 9. (4 boats)

SPIN. B (0-170) — 1) **Carlene**, WylieCat 30, Fred Saltero, 6 points; 2) **Mistral**, Concubine 38, Bob Becker, 10; 3) **Mirage**, Black Soo, Ben Mewes, 13. (7 boats)

SPIN. C (180ish) — 1) **Zarpa**, Newport 30-2, George Gurrola, 6.5 points; 2) **Voyager**, Ranger 29, 11; 3) **Leio Too**, Tartan 30, Emile Carles, 13. (7 boats)

SPIN. D (180-up) — 1) **Domatrix**, Santana 22, Heidi Schmidt, 8 points; 2) **Dulcinea**, Killer Whale, Mike Mathiasen, 11; 3) **Tunnel Vision**, Catalina 27, Mitch Fredericks, 12. (7 boats)



LATITUDE/ROB

holds in New England, the Northwest and the Southwest," reports John McWaid. "Ironically, we just can't seem to crack the California market — but we're working on it!"

Success story, cont'd: Two more J/

105s are now plying the Bay: Mike Eagan has moved up from a J/24 to **Sled Dog** (hull #222) and John Zaggin and *America* True bigwig Chris Coffin have brought their red 105 **We Be Jammin'** here from the Midwest. We're losing track of how many J/105s now exist on the Bay — somewhere around 28 or 29.

According to the rumor mill, Silicon Valley entrepreneur Phillipe Kahn has an offer in to buy **Merlin**. Kahn previously owned the SC 50 *Dolphin Dance*, among other boats. . . Santa Cruz dinghy wiz Jim Maloney just sold his faded orange Moore 24 **Great Pumpkin** to Chuck Allen, former owner of the Olson 30 *E-Ticket*. Maloney, a real estate tycoon, is also selling his 49er and various other toys to clear the decks for world cruising. He and wife Loretta and their three young kids are currently searching for the 'perfect' three-cabin cruising boat, with the goal of a five or six year cruise. . . Marc and Monica Hersch, also of Santa Cruz YC, are going cruising, too. They sold their F-27 and recently bought the J/42 **Je T'Aime**, which is already en route to Mexico.

Cutting to the chase: Marshall boat-builder **Erich Chase** won the International Canoe NAs back in Marion, Massachusetts, in a hot new boat he designed and built. Del Olsen came in third. Chase, who helped bring the Little America's Cup home from Australia last year, is, accord-

ing to his friends, "the best IC sailor on the continent at the moment, and maybe the world." . . . Speaking of canoe fanatics, RYC members **Paul and Dawn Miller** are moving to Annapolis in December, where Paul has taken a professorship in naval architecture at the Naval Academy. They'll bring their ICs, but their beloved Herreshoff Rozinante *Honalee* is for sale. Paul spent the last two years as vice commodore of SSS and was slated to move up to the top spot (apparently Pat Broderick will take the reins instead).

Meanwhile in J/World: Annapolis sailmaker and recently crowned J/24 World Champion **Terry Hutchinson** drubbed a 91-boat fleet in winning the J/24 NAs in Newport, RI, in late August. Brad Read was a distant second, followed by Carl Eiffert and Chris Larson. . . In other J/24 news, **Wayne Clough** (*Downtown Uproar*) of Alameda has taken on the full-time job of Executive Director of the US J/24 Class Association. Clough, who previously worked in the legal document services field, has sailed J/24s on both the East and West Coast for the last 20 years. There are currently 1,371 J/24 class members in the US, and "about 1,500" internationally.

Gathering of the gods: The **20th St. Francis International Masters Regatta** will be sailed in borrowed J/105s on October 16-18. About 20 seasoned rockstars (over 55), supported by three or four crew

BOX SCORES

NON-SPIN. E (big) — 1) **Wave Rider**, Hunter 31, Mark Rommeil, 6 points; 2) **Blue Fox**, Hunter Cutter, John Hanck, 12; 3) **Star Fire**, Catalina 34, Robert Engelhart, 17.5. (9 boats)

NON-SPIN. F (littel) — 1) **Peddler**, Catalina 27, Norm Rehm, 8 points; 2) **MeMe**, Newport 30-3, Norm Guest, 8; 3) **Crinan**, C&C 30, Don Blood, 20. (8 boats)
MULTIHULL — 1) **Sea Bird**, F-27, Rich Holden, 6 points; 2) **Already There**, F-27, Jim Brown. (6 boats)

HDA POINT BONITA (SYC: Sept. 12: 14.3 miles):

DIV. F — 1) **Ja Mon**, F-25c, John Kocol. (2 boats)
DIV. G — 1) **Windswept**, Beneteau 42s7s, Robert McEligot. (3 boats)

DIV. H — 1) **Petard**, Farr 36, Keith Buck; 2) **Family Hour**, Olson 30, The Bilafers; 3) **Two Scoops**, Express 34, Goodwin/Longaker. (7 boats)

SF 30s — 1) **ixxis**, Olson 911-S, Ed Durbin. (2 boats)

SPORTBOAT — 1) **Peregrine**, Mumm 30, David Thomson; 2) **Sparky**, Mumm 30, L. Hoffman. (5 boats)

DIV. J — 1) **Zilia**, B-25, Brent Draney; 2) **No Name**, J/80, unknown; 3) **Fat Bob**, Catalina 38, Robert Lugliani. (7 boats)

DIV. K — No finishers (2 boats)

DIV. L — 1) **Chesapeake**, Merit 25, Jim Fair; 2) **Twilight Zone**, Merit 25, Paul Kamen. (5 boats)

DIV. M — 1) **Spridie**, Catalina 22, Mike Faber. (3 boats)

NON-SPINNAKER — 1) **Wind Dragon**, Catalina 34, Dave Davis; 2) **Bear Territory**, Catalina 34, David Smith. (7 boats; all others DNF)

OYRA DRAKE'S BAY (CYC: Sept. 19-20):

PHRO IA — No starters.

PHRO IB — 1) (tie) **Petard**, Farr 36, Keith Buck, and **Punk Dolphin**, Wylie 39, Jonathan Livingston, 4 points. (4 boats)

PHRO IIA — 1) **Acabar**, Jeanneau 45, Jean-Yves Lendormy. (1 boat)

PHRO IIB — 1) **Island Girl**, Islander 36, Frank Burkhardt. (2 boats)

MORA I — No starters.

MORA II — 1) (tie) **Ouzel**, T-bird, G. Nelson, and **Sorcerer**, C&C Half Ton, G. Cody, 3 points. (3 boats)

MULTIHULL — 1) **Erin**, Antrim 30+, Dan Buhler. (2 boats)

SSS — 1) **Tinsley Light**, WylieCat 30, Hank Grandin, 2 points. (4 boats)

SBRAVHARD CHINE (RYC: Sept. 19-20: 5 races):

FINN — 1) Charles Heimler, 8 points; 2) Brian Pace, 14; 3) Patrick Weaver, 16. (8 boats)

LASER — 1) Robbie Thomas, 5 points; 2) Simon Bell, 9; 3) David Paquette, 13; 4) Ned Nicolls, 14; 5) Tim Russell, 29. (11 boats)

VANGUARD 15 — 1) Frank Flannery, 5 points; 2) Sarah Deeds, 8; 3) Shane Wells, 10. (7 boats)

MERCURY — 1) David West, 7 points; 2) Dan Simmons, 10; 3) John Hansen, 11; 4) Pax Davis, 15. (9 boats)

SNIPE — 1) Dana Moore, 9 points; 2) Jamie Fontanella, 13; 3) Robin Gales, 16; 4) Andy Pontius, 16; 5) Vince Casalaina, 17. (10 boats)

LIGHTNING — 1) Mike Molina, 6 points; 2) Fred Chandler, 6; 3) Dave Anderson, 12. (5 boats)

THISTLE — 1) Ron Smith, 6 points; 2) Steven Hale, 10; 3) Eric Stoetling, 12. (6 boats)

OPEN — 1) Byron Jonk, Sunfish, 12 points; 2) Bob Cronin, Sunfish, 13; 3) Matt Chamberlain, MX Ray, 15. (7 boats)

FALL REGATTA (Folsom Lake YC: Sept. 19-20):

BANSHEE (unofficial 'worlds') — 1) Craig Lee, 5 points; 2) Charles Witcher, 6; 3) Greg Rodgers, 16; 4) Keith Steele, 18. (13 boats)

CATALINA 22 — 1) **Green Flash**, Gary Preston, 5 points; 2) **Late Start**, Tom Page, 6. (4 boats)

SANTANA 20 — 1) **Moon**, Ken Cardwell, 8 points; 2) **No Name**, Mel Morrison, 8; 3) **Back Off**, Travis Wilson, 10. (6 boats)

RED KEEL (under 189) — 1) **No Name**, Santana 23, Dave Dunbar, 6 points. (3 boats)

BLUE KEEL (over 190) — 1) **Windy Britches**, Capri 22, Wade Behling, 4 points; 2) **Brazen Hussy**, Catalina 22, Joe Webb, 8. (4 boats)

(5 races; 1 throwout)

THE RACING SHEET

each (over 45), will duke it out in the scheduled five-race Cityfront series. The distinguished line-up, in alphabetical order, currently includes Ed Attlesey (Santa Barbara), Malin Burnham, Dick Deaver, Roy Dickson, Charlie Dole, Carl Eichenlaub, Peter Hylsop (Vancouver), John Jennings (St. Pete, FLA), Bob Johnstone, Rod Johnstone, Tom 'The Curmudgeon' Leweck, Bruce Munro, Lowell North, Pelle Petterson, John Scarborough, Tak Takamura, Doug Taylor, **Don Trask**, Javier Velasquez, and one to two more TBA. The crew lists on many of the boats also reads like a 'who's who'. Look for a feature article on this 'feel good' event next month.

Winners galore: Bob and Samantha Treacy sailed their Cal 40 *Angelique* to a decisive victory in the inaugural **Redwood Cup**, a new summer-long PHRF series run at the Port of Redwood City. A total of 13 boats sailed in the series, which ran every other week between June 14 and September 6. Runner-up was Bruce Ladd's J/24 *Cheap Seats*; Randy Hough and his Santana 22 *Charlie Tuna* were third. . . . Thirty-one boats competed in the **Lewmar Mumm 30 Cup** in Annapolis, a shifty light air deal won by *Mirage*, a hometown boat which had Terry Hutchinson serving as



Samantha and Bob Treacy were the big winners of the first Redwood Cup.

tactician. A quartet of Bay Areans — Seadon Wijsen, John Sweeney, Jeff Moseley and Hogan Beatie — sailed on the fifth place boat, *Excalibur*. Wijsen termed the racing "pathetic, really crappy." Hopefully the next Mumm 30 gathering, the

third World Championship in mid-November in Hilton Head, SC, will be better.

Dalton Bergen and crew Kevin Guitran and Mike Visser, representing Corinthian YC (Seattle), won the U.S. Men's Sailing Championship (aka **Mallory Cup**) in early September. Hosted by Royal Victoria YC (British Columbia), sponsored by Rolex and sailed in Thunderbirds, the regatta attracted seven entries — and Area G was not among them. . . After 90 match races in J/22s in Annapolis in mid-September, the Florida team skippered by Jeff Linton won the U.S. Match Racing Championship (**Prince of Wales Bowl**). Bob Little, Ben Mitchell and Kevin Crane of Cal YC were a close second, followed by Geoff Becker, Chris Hemans and Chuck Simmons of Balboa YC.

Plan ahead: **GMC Yukon Key West Race Week** is scheduled for January 18-22. About 20 boats each are expected in the Farr 40 and 1D-35 classes, and as many as 40 in the Mumm 30s and 50 in the Melges 24s. . . Del Rey YC's **Puerto Vallarta Race** will head south on February 17-19. There hasn't been a Mexican Race since last winter, and there won't be a spring Cabo race, so hopes are high for a big turnout for the PV Race.

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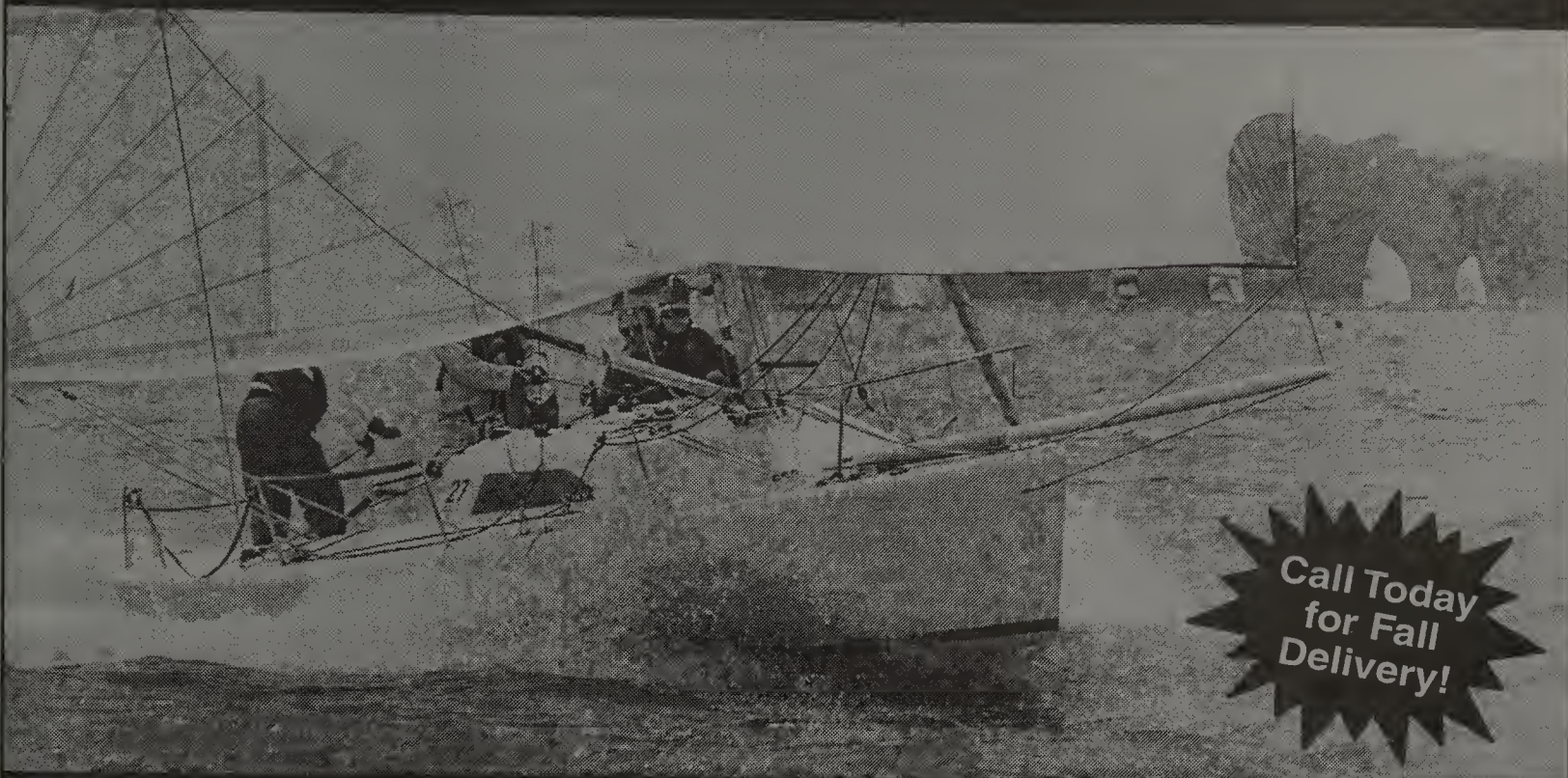
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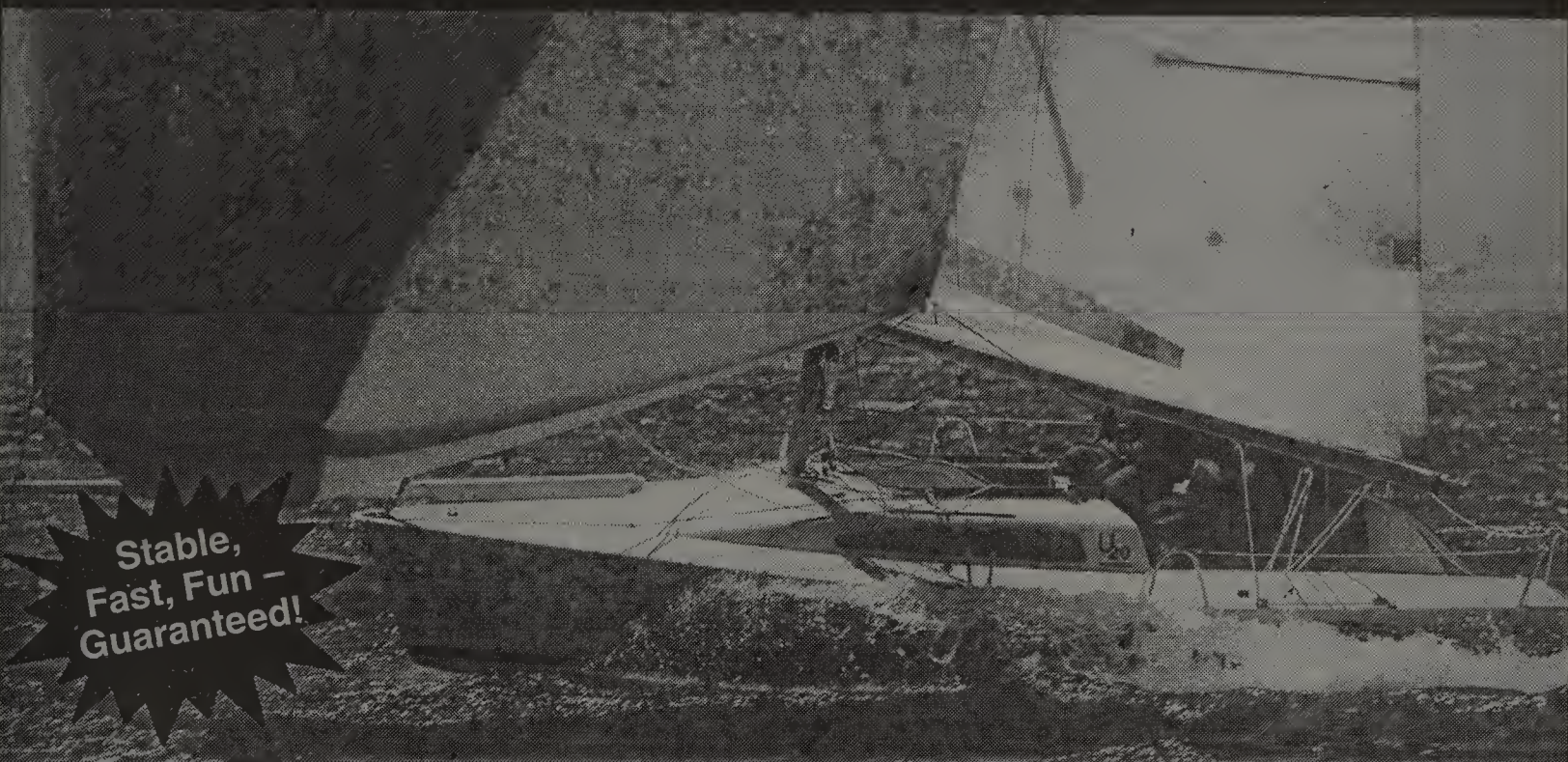
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With reports this month on *A New Schooner in the Bay's Charter Fleet*, the ins and outs of *Chartering in New Zealand*, and miscellaneous *Charter Notes*.

The New 'Princess' of the Bay Area Charter Fleet

The Bay Area is lucky to have a diverse fleet of well-maintained sailing vessels available for charter. But Captain Rob Michaan feels confident in asserting that his, the 86-ft schooner *Ka'iulani*, is the most luxurious among them. And he's willing to back up his boast: "We'll give two cases of Mumm's champagne and a free cruise for 12 guests to anyone who can show us a more luxurious and comfortable sailing charter vessel — anywhere on the West Coast — in the 25-49 passenger class."

Don't get the idea that Rob's just another waterfront blowhard, though. On the contrary, he's mild-mannered and gregarious, but he is eager for potential clients to consider his beautiful 'mistress' when planning sailing events.

Named after the famous Hawaiian princess who became a media darling at the turn of the century due to her efforts to preserve Hawaiian sovereignty, the schooner *Ka'iulani* is indeed a beauty inside and out. Maintaining the high-gloss varnish of her extensive brightwork in

spite of heavy weekly charter traffic is truly a labor of love, as is the near-constant upkeep of her newly replaced teak decks.



Captain Rob Michaan at the wheel.

came together for this single project, then disbanded. *Ka'iulani* is not an exact replica of any particular ship, but her design is meant to be reminiscent of an 1850's-era coastal schooner. She was commissioned by a man named Russell Kneeland, whose longtime dream was to sail the Pacific aboard a classic schooner. And sail, he did. On his watch, *Ka'iulani* logged roughly 60,000 miles on several South Pa-

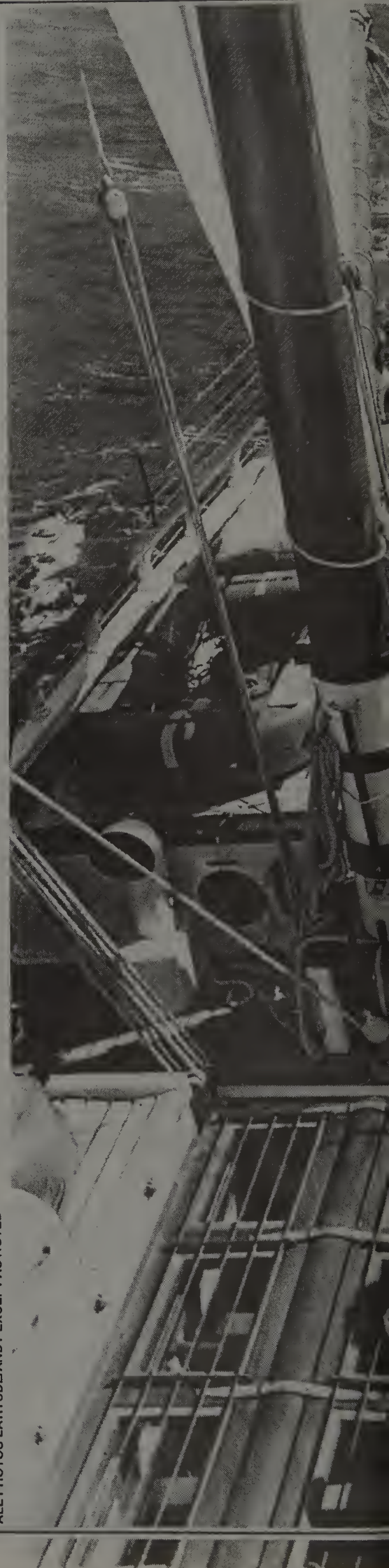
"She really is a yacht," says Rob with obvious pride. Ample amounts of polished bronze and traditional features like double-hinged skylights are reminiscent of fine yachts you might expect to find tied stern-to the wharfs of Antigua or St. Tropez.

Although she has the look of a refurbished antique, however, *Ka'iulani* was built only 14 years ago in San Diego at Coaster Boatworks. Don't be surprised if you've never heard of that yard, though. The company consisted of three dedicated shipwrights who came together for this single project, then disbanded. *Ka'iulani* is not an exact replica of any particular ship, but her design is meant to be reminiscent of an 1850's-era coastal schooner. She was commissioned by a man named Russell Kneeland, whose longtime dream was to sail the Pacific aboard a classic schooner. And sail, he did. On his watch, *Ka'iulani* logged roughly 60,000 miles on several South Pa-

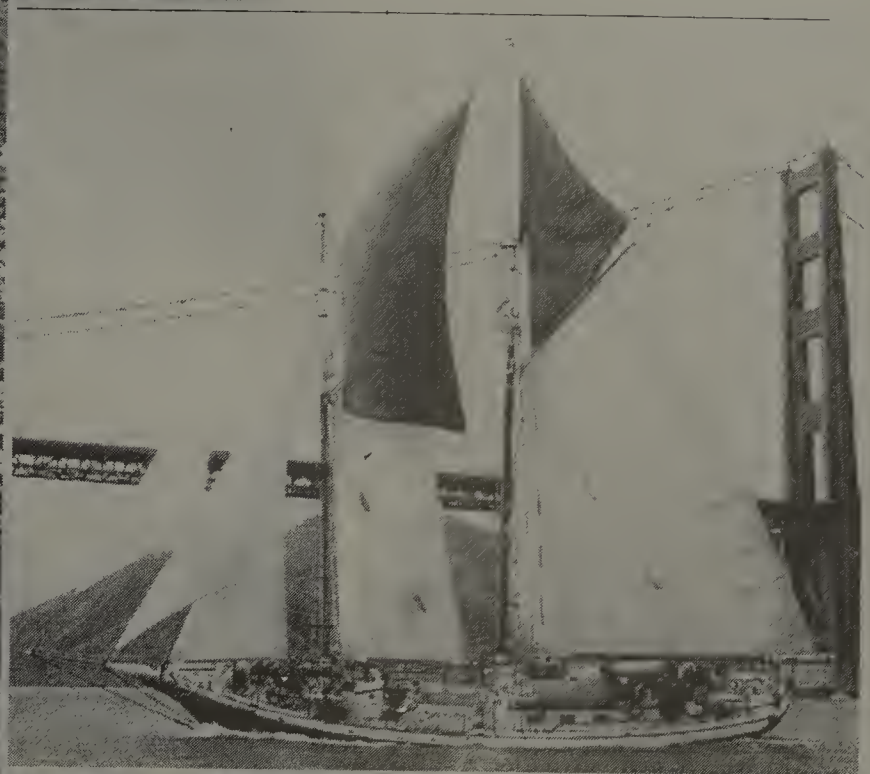
cific voyages. She was based in Hilo, Hawaii for much of the time Kneeland owned her. Rob bought *Ka'iulani* in the spring of '96 and hoped to have her in service here on the Bay before the end of that summer's charter season. But it wasn't to be. Her modern cold-molded construction makes her as



ALL PHOTOS LATITUDE/ANDY EXCEPT AS NOTED



OF CHARTERING



ABOVE: FOTOFLOAT-COURTESY KAI'ULANI

If you have a soft spot in your heart for traditional sailing craft, you'll want to check out the schooner 'Ka'iulani'. She's certified to carry up to 49 passengers on the Bay.

strong, if not stronger, than other wooden vessels which employ traditional plank-and-frame construction. But since Coast Guard licensing parameters don't make provisions for this newer technique, attaining *Ka'iulani's* multi-passenger certification was a bit of a nightmare, which took 15 months — and kept the well-scrubbed schooner out of the charter market for most of her first two seasons.

Captain Rob is a Connecticut Yankee who learned to sail while still in grade school — he recalls having his first little boat at age nine. He's been around boats and ships his whole life, working as a merchant mariner before he arrived in the Bay Area. Here, he first crewed aboard Alan Olson's well-known *Stone Witch*. He later taught sailing and skippered other charter boats. Over the years he developed a dream to build a huge, 150 passenger sailing vessel for the Bay, but couldn't find potential backers that shared his vision. (Several similar-sized sailing vessels operate on the East Coast.)

Eventually, Rob gave up the idea, and after lowering his sights, he found — and fell in love with — *Ka'iulani*, which he maintains as though she were a piece of fine furniture.

Like most other large charter vessels operating on the Bay, *Ka'iulani* offers scheduled trips which can be booked on an individual basis, in addition to cus-

om 'whole boat' charters. "We're not the cheapest," says Rob, "but we try to be the best." He works with four different caterers to offer a full range of food and beverage options on customized charters, and has obtained a beer and wine license. *Ka'iulani* also does weddings, as Rob is a licensed (Universal Life Church) minister.

As with most other boats in the Bay Area fleet, *Ka'iulani* is delighted to get high-end corporate charters, but she also makes herself available for marine education programs. Organized by the non-profit Sea Training Institute, students in grades 4 through 12 are taught marlin-spike seamanship as well as aspects of marine science.

Ka'iulani is certainly not the best known boat in the local fleet, but during her short time in operation she's proved to be a class act that is definitely making a name for herself.

For more information on the schooner *Ka'iulani*, call Discovery Yacht Charters at (415) 331-1333 or have a look at her Website: www.sfyacht.com.

Escaping El Niño's grip

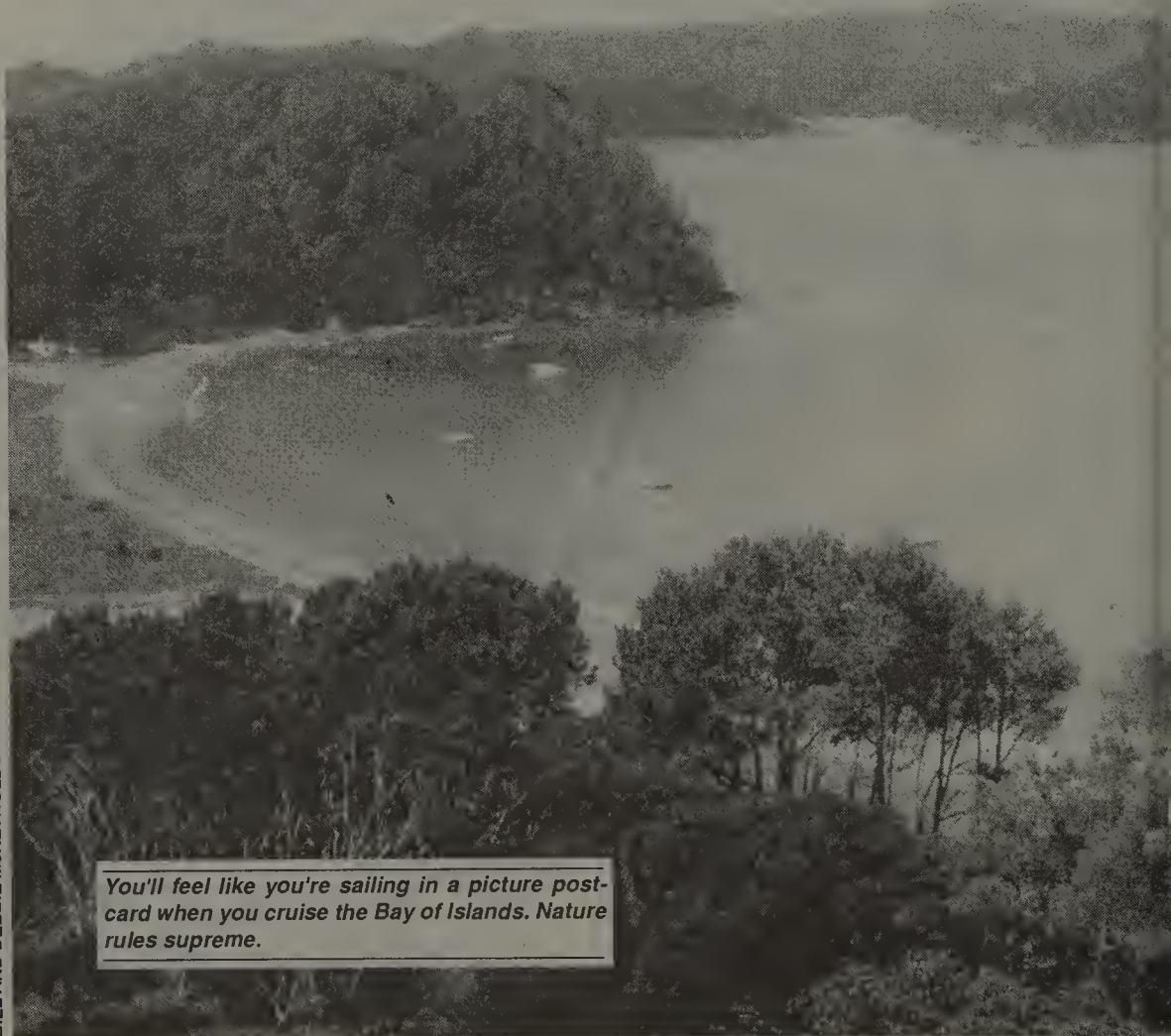
After all the rain, floods and mudslides here in Santa Cruz we were ready for an escape to the sunny summer weather of New Zealand.

We planned that our one-week charter with The Moorings last March through the beautiful Bay of Islands would be the finale of our one-month vacation 'down under'. After the 14-hour plane ride from L.A. to Sydney, you realize you are truly

Sailing In Auckland harbor is truly a thrill. When you realize how many Kiwis sail, you understand why this tiny country excels at yacht racing.



on the other side of the world. The 100-degree temperature that welcomed us in Sydney immediately started drying out our webbed feet.



BILL AND DEBBIE McREYNOLDS

You'll feel like you're sailing in a picture postcard when you cruise the Bay of Islands. Nature rules supreme.

Once in Auckland, we realized that we had come to a place that is really special. The people of New Zealand are very friendly and helpful to tourists. A pilot we met told us that the announcement upon landing in Auckland used to be, "Welcome to New Zealand, set your watch back 25 years."

New Zealand is about the size of California with only 3 million people and 100 million sheep. The South Island has dramatic fjords, year-round glaciers and a growing wine producing industry that reminded us of Sonoma. The North Island has a very temperate climate with lakes, hot springs and rain forests. The country has many reserves set aside for tramping (hiking) in

some of the most beautiful mountains we have ever seen.

New Zealanders are very outdoor oriented with boating being the national ob-

session. Everywhere we went, the locals would talk of the upcoming America's Cup, to be held in Auckland.

After two weeks of touring the countryside we were ready to get on the boat and relax. The Moorings base at Opua was very well run and everything was ready for us. During the check-out of our Hunter 336, the deckhand was monitoring the weather. When an approaching low with gale-force winds was predicted he turned to us and said, "This doesn't look good." What a way to start a charter.

He directed us to a hurricane hole called Opanga Cove and told us to wait it out there. With sturdy ground tackle and all-chain rode, we set the hook and waited for the storm. It finally started to blow at about 2 a.m. with winds gusting to 40 knots. But with about 30 boats in the cove, we were more worried about other boats than our fully-insured rental boat.

I stood watch in the cockpit as other charter boats started to drag, but we held firm. Some of the fishing boats decided to leave the cove and motor in the relatively

BILL AND DEBBIE McREYNOLDS



in the cruising area. We were surprised that when we ordered "split provisions" that they expected us to dine ashore for three of the dinners during our week. Anyway, the provisions were more than we could eat, so it worked out okay.

We feel obligated to report one of the dirty little secrets of New Zealand: there are no pump out facilities anywhere. At our check-out we were told that the head pumps overboard and not to worry about it. When I asked if we could use the holding tank and pump out when we were out of the anchorage we were told the 'Y' valve was wired shut and not to mess with it. A local couple we met said boats being built in New Zealand didn't even have holding tanks.

After a wonderful week on the bay we headed back to Auckland for our last two nights. When we went to the Performing Arts Center to see the dance production "Riverdance", we had an unexpected surprise. While waiting in the lobby, I looked over and saw none other than Peter Blake, the most famous man in New Zealand, who was there with his mum. He looked rather uncomfortable sitting in his suit and tie, so I went over and introduced myself and we had a nice chat. He was very friendly and enjoyed talking about sailing and the upcoming America's Cup. Of interest was his comment that he felt that Paul Cayard was the one to watch

Opportunities for leisurely hiking — or tramping, as the locals call it — are everywhere in the Bay of Islands.

Wiaparo Bay invited us to stay with them for a couple of weeks at their oceanfront home during the finals of the A-Cup, so I guess we better start making plans!

*bill & debbie mcCreynolds
movin on, catalina 320
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Bill & Debbie — Can we come along too? Sounds like a fabulous trip. No doubt many of our readers would like to follow your example this winter — if they can still get boats.

The holding tank issue is troubling, but we're sad to say it's the same story in almost all chartering destinations outside the U.S.

Again, thanks for your report, we'll be sending you a Latitude 38 T-shirt in gratitude.

Charter Notes

We've got a mixed bag of chartering tidbits to report this month. First, we are very happy to report that the big chartering centers of **St. Maarten** and the **BVI** sustained only minimal damage by the passing of **Hurricane Georges** late last month. Fleets in both areas were operating normally within a day of the big blow.

We took a bit of our own advice last month, and took a few non-sailing family members from out of town — including grandma — for a **spin around the Bay** on a large **crewed charter yacht**. The experience confirmed what we already knew would happen: They loved it, and it was



BILL AND DEBBIE MC CREYNOLDS

because his success in the Whitbread will give him great confidence in the America's Cup.

A couple we met on their boat at

the highlight of their visit. And although we could have taken them out on our club racer, opting to book by the head with a crewed charter vessel meant Grandma

protected waters of the bay.

By morning the sun was out and all was well. When we started to weigh anchor and head out, we found out why we had held so well. There was a 4-foot steel table wrapped around our anchor chain, about 20 feet above our anchor. Once free, we were ready explore the Bay of Islands.

This is a relatively small area of about 20 miles by 10 miles. There are about 40 good anchorages for daytime exploring, swimming and overnighting. All the water in the bay is dead flat with no swell. There is a pretty steady trade wind breeze of 10 to 20 knots which makes for very comfortable sailing.

Most of the islands in this area are nature reserves and have tracks that typically circle the island, or take you up to a lookout peak with spectacular views of the area. We got lots of exercise this way and it was a nice way to balance our time on the boat.

What we didn't expect was the lack of development in this area. There are no hotels, marinas or restaurants anywhere

WORLD OF CHARTERING



was infinitely more comfortable, and had plenty of room to move. We encourage you to follow our lead, as there should still be plenty of excellent sailing days left before winter sets in.

Speaking of the local charter fleet, the 'tall ships' **Hawaiian Chieftain** and **Lady Washington** have teamed up again for a special event, and this time it's not a sea battle. On Halloween night, they'll both

The idyllic Kingdom of Tonga is one of the lowest chartering destinations on the planet, characterized by easy sailing and flat water.

be berthed at the Bay Model docks in Sausalito, where they invite you to venture aboard — if you dare — their **haunted pirate ships** and mingle with the ghosts of Captains Hook and Redbeard as well as other "villainous rogues" (\$2 fee).

Other than at boat shows, there seem to be few presentations given in the Bay Area that cover **bareboat chartering destinations**. On October 17, however, **Sunsail's** West Coast rep, Mark Wilson, will be co-hosting a program with the globetrotting Bob Diamond of **Spinnaker Sailing of Redwood City**. Destinations to be covered include **Australia, New Zealand, Tonga and Guadeloupe**, as well as the **Seychelles** and the **Maldives** where Sunsail has recently begun operating. For more info, call Bob Diamond at (650) 363-1390.

Finally, we've reported in years past that the German company **K.P. Winter** had solidified a joint venture with a **Cuban** company, and was operating a **bareboat fleet** on the 'forbidden isle'. (Americans are officially not allowed to spend dollars on such things, however.)

We have now learned that K.P. Winter has ceased operations due to a variety of difficulties, and moved its boats elsewhere. More and more cruising yachts visit Cuba every year, however, and we're convinced it won't be too long before another chartering operation is in place there.

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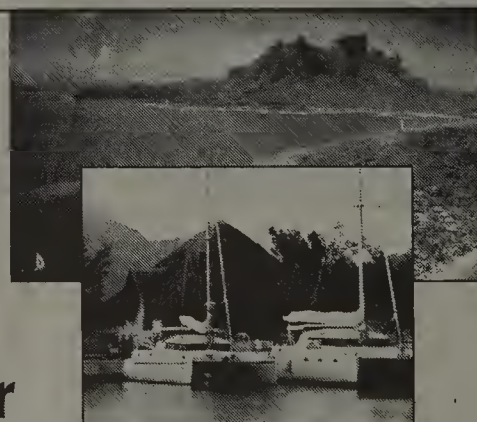
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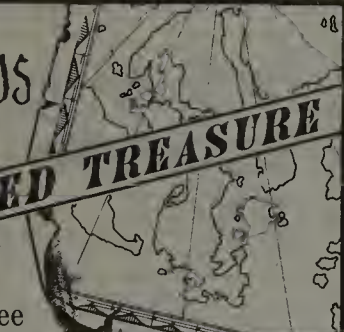
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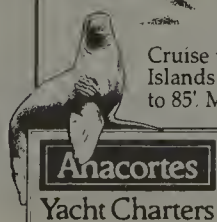
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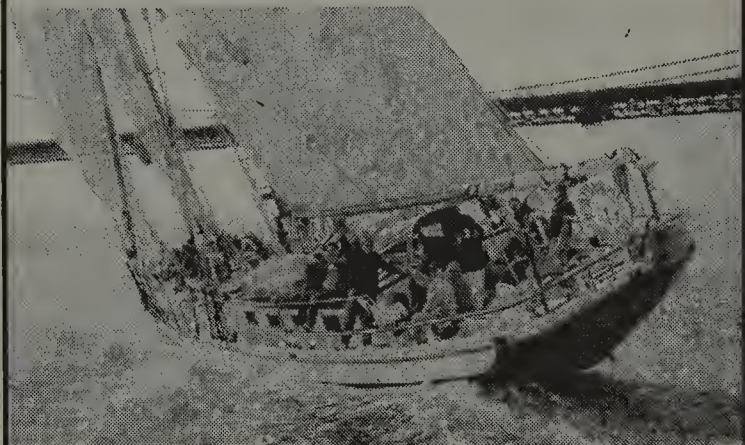
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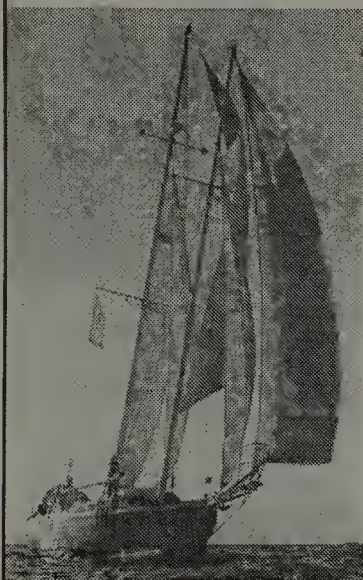
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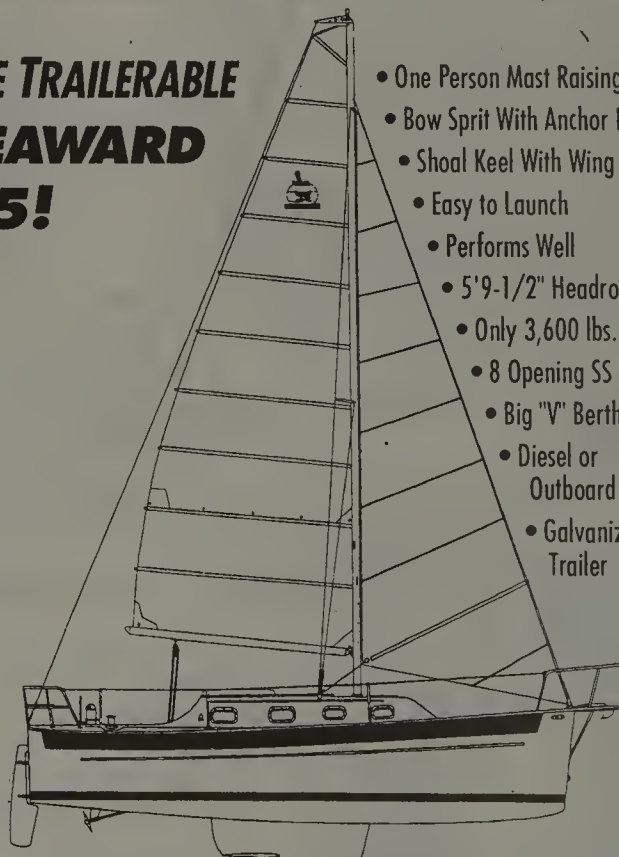
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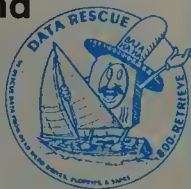
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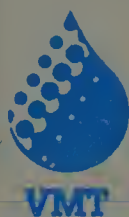


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UPDATE...

It's anybody's guess how many of them will actually show up on time at the starting line October 27, but 130 boats ranging from 30 to 80 feet have now signed up.

Want to crew?

Your chance to meet captains who need crew is at *Latitude 38's* Mexico Only Crew List and Baja Ha-Ha Party.

IMPORTANT DATES

Oct 6: *Latitude 38* Mexico Only Crew List and Baja Ha-Ha Party, Encinal YC, Alameda

Oct 25: Skipper's meeting (1 pm) and Ha-Ha Halloween Costume Party and BBQ (3 pm) at *Cabrillo Isle* Marina, hosted by *West Marine*

Oct 27: Start of Leg One, 10:00 a.m. at Coronado Roads

Oct 31: Turtle Bay Beach Potluck Party

Nov 1: Start of Leg Two to Bahia Santa Maria

Nov 4: Start of Leg Three to Cabo San Lucas

Nov 6: Cabo Beach Party

Nov 7: Awards presentations and party hosted by the *Cabo Isle* Marina and *Corona Beer*

The official entry deadline has passed, but the Ha-Ha's Grand Poobah may still accept a few more late entries. You'll have to pay double, however, to get in at this late date: \$278.

Write: *Baja Ha-Ha, Inc.*

21 Apollo Rd., Tiburon, CA 94920

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CHANGES

With reports this month from **Flicka** on Kiwi character 'Tig' Loe in Baja; from **Go-West** on the surprise of Papeete; from **Thistle** on Duncan McQueen's solo Atlantic crossing; from **Coyote** on major surprises in the middle of the Pacific; from **Destiny** on an ideal trip from the East Coast to the Caribbean; from **Kooyah** on two circumnavigations of Jamaica, mon; from **High Jinx** on helping an amigo to enjoy carne asada again; from **Annapurna** on crossing from Acapulco to the Marquesas; from **Tigger** on the conclusion of their circumnavigation, and **Cruise Notes**.

Flicka — Allied Seawind 32 Bob & Georgi Samuelson Tig Tales (Grass Valley, CA)

We — like Jay Kanuf who wrote a September *Changes* — had a brief but pleasurable interlude with Brian 'Tig' Loe of the H-28 ketch *Toredo Verde*. It happened in November of '96 at Marina Seca in San Carlos. Inspired by a bottle of rum, Tig, now in his 70s, entertained us with tales of how he, singlehanded his little boat, "sneaks" around the world *no problema*.

The way Tig tells it, he fractured his leg in his native New Zealand a number of years ago. He had lots of physical therapy over a long period of time, but didn't completely recover. Thinking he was getting older rather than healthier, he decided he'd, in his words, "Go to sea, the best physical therapy." And he hasn't stopped sailing since.

Our favorite 'Tig Tale': While waiting at a street corner in Guaymas, a Mexican *Although not as young as he was when he made his first circumnavigation, 'Tig' still manages to "sneak" around in his little ketch.*

teenager relieved Tig of some pesos he was carrying in his shirt's breast pocket. But with a quickness that belied his frail and elderly appearance, Tig snatched the pesos back from the startled thief while shouting "Arrrrh!" in the best Long John Silver tradition.

Tig's a charmer!

— bob & georgi 9/15/98

Go West — Island Packet 38 Jim & Hellen Boswell Papeete, Tahiti (Mill Valley)

We entered the pass at Papeete with reluctance — and the resolve to quickly take care of some boat repairs and then escape. After all, we'd heard that Papeete was noisy, polluted, crime-ridden and unfriendly, and we didn't want to spoil our impression of paradise with a long stay in a stink hole.

We arrived at dusk and anchored in the 'overflow' anchorage off of the Temple Pafoi. The next morning we were greeted by the Harbormaster in a launch, who asked us to take a stern line ashore and then call on him. When we arrived at his office an hour later, he quickly explained the check-in procedure, which took only 45 minutes. During this time we checked in with Immigration and Customs, which were both located in the same building. We thought everyone seemed quite nice — considering that they live in such an awful place.

Next we went in search of a replacement furler for our staysail. We arrived at NautiSport, the largest marine chandlery in town. François, the manager, explained that we could import a ProFurl from France duty-free. He quoted a price 20% below West Marine's. He had our furler — plus a few extra parts to make sure that we wouldn't have a problem installing it — in just two weeks. He also gave us a 15% discount on rigging supplies for our staysail stay replacement.

People were so nice and getting things done was so easy that we were beginning to wonder if we'd made a navigation error and had ended up in New Zealand! But



we're pretty sure the Kiwis don't speak French.

Then the crime spree hit. A dinghy was stolen in the Meava Beach anchorage. But the next day it appeared again, tied up to the boat it belonged to; so maybe the 'thief' lived aboard the boat. Another cruising boat crew found several men stealing gas from their dinghy. It turned out they were fellow cruisers who, after a night of drinking at a distant bar, found their dink out of gas. A camera and several T-shirts were stolen from a third boat, but it had been left unlocked and unoccupied at night while clearly visible from a sidewalk 50 feet away. And the local kids often climb on the boats. But to our knowledge, nothing that had been locked or been put away has been stolen.

After several weeks, we decided that Papeete was actually a very pleasant place. The main road runs down the waterfront, so sure, it's noisy. And it's true that there's some garbage laying around and instances of petty crime, but by city standards it's nothing. We think it's the city in the middle of paradise that puts



COURTESY FLICKA

IN LATITUDES

SPREAD, LATITUDE/RICHARD; INSETS, JIM DRAKE



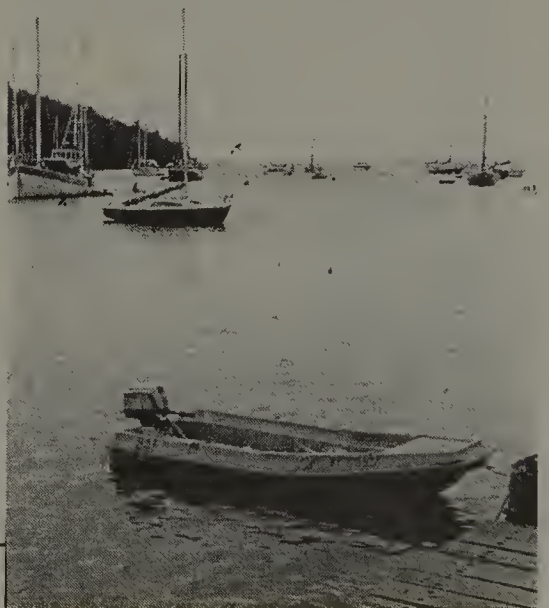
are named after birds, but in reality they're named after canines.

Dropping the hook in the bay at Las Palmas, Duncan discovered he'd arrived just in time for Carnival. Most stores were closed for the holidays, but he managed to find a few fresh items for his voyage. Duncan spent the better part of four days on the hook, resting up for the remaining 2,700 miles of his solo trip across the Atlantic.

One afternoon, with the weather looking good and Nor Sigler taking off on a Canadian boat, Duncan also decided to leave on what would turn out to be a 21-day crossing to Martinique. After a few days, he talked with Sigler on the Canadian boat, then he contacted Herb Hilgenberg, a very dedicated weatherman who enjoys assisting boats on ocean crossings. Herb, who is well known to everyone in the Atlantic and Caribbean, is greatly appreciated by sailors, as his weather reports and routing suggestions are almost always accurate.

Duncan would encounter no storms to speak of, and the crossing went well for the first 10 days, at which point both autopilots failed. For the next 11 days, Duncan had the tedious task of hand-steering the boat — while having to take care of all his other needs and responsibilities. I don't know how Duncan does it, but he was clever enough to balance the headsails so that the boat would pretty much stay on course while requiring only periodic corrections — and still get enough sleep.

Duncan only saw one other vessel in *After a terrific 21-day solo crossing, Duncan McQueen made landfall at Martinique in the Eastern Caribbean.*



LATITUDE/RICHARD

Scenes from an Atlantic crossing. Spread; Glorious sailing in the tropical Atlantic. Insets; aircraft warning in Gib, provisions in Gran Canaria.

some people off. For us, it was an oasis. We left San Diego with the Baja Ha-Ha IV and had remained in Mexico until our Pacific crossing in March. Papeete was the first modern city — no offense, Mazatlan — since San Diego, and for us it was a welcome break from unspoiled anchorages we had called home for the past nine months.

We have now departed for Moorea, but have fond memories of Papeete and recommend anyone passing by pay it a visit.

— jim & helen 8/10/98

**Thistle — Cal 39
Duncan & Marlene McQueen
Singlehanded Across The Pond
(Los Osos, CA)**

Duncan flew back to Almeria, Spain, in January to prepare *Thistle* for the sixth leg of her circumnavigation: the 3,000-mile journey across 'the Pond' — as the Atlantic is euphemistically referred to.

Our Cal 39 had been well-protected,

so within two weeks Duncan and *Thistle* were headed west toward the Rock of Gibraltar. He motorsailed overnight and arrived at 'Gib' the next day, where he stayed at the marina. The almost vertical cliffs of the towering Rock permits observation of every movement around it, from the Mediterranean to the Atlantic, and from the Moroccan Coast of Africa across the strait to the Spanish Coast. Small wonder the Rock is has always been of such great military importance.

Gib was a great place for provisioning, as the prices were reasonable and the stores had a nice variety. After enjoying many historical sites and watching a "very exciting" dart tournament, Duncan decided it was time to move through the Strait and into the Atlantic. Duncan thought about sailing seven miles across the Strait to Tangiers, Morocco, but decided not to after hearing reports of many problems. Despite having an outgoing tide, it took him about four hours to arrive at the gateway to the Atlantic. After waiting for winds to subside, Duncan and *Thistle* departed Europe on a 5.5 day cruise to the southwest to Spain's Canary Islands. Most people think the Canaries

CHANGES

the 21 days, a freighter carrying a load of sugar from Africa to Galveston, Texas. The ship had engine problems, however, and was dead in the water. They invited Duncan for lunch and offered him some bags of sugar, but he declined and continued on his way.

About 18 days out, while listening to Herb's weather net, Duncan heard Sarah and G.B., fellow members of the Morro Bay YC, talking on the radio! They were in the process of sailing their boat *Djarka* from the Bahamas to the U.S. Virgin Islands. Duncan was delighted to hear familiar voices and was later able to speak with them.

On the 21st day of his crossing, Duncan arrived safe and sound at Martinique, thanks to a wonderful GPS system, a great boat, his excellent seamanship, and the grace of God. Except for a few sloppy days, the seas had been mostly calm, and he'd only used eight gallons of fuel. As it had been downwind sailing all the way, he used only headsails, and had never removed the mainsail cover.

[To be continued next month.]

— marlene 9/15/98

Coyote — 30-ft Pearson Coaster

William Green

Port Vila, Vanuatu

(Sausalito)

When you cruise, some passages are long and some short; some are exciting and some are boring; a few have moments of sheer terror, but the one I'm going to tell you about is, well, just plain strange.

We made a brief stay at the atoll of Tarowa, capital of Kiribati — which, believe it or not, is pronounced 'Kiri-bas'. Tarowa is best remembered by visiting sailors for its anchorage, which is normally as tumultuous as the waters of a washing machine. It's so rough that life onboard is very trying and dinghy rides ashore involve total saturation.

Finally we departed Tarowa, with a clearance in hand that would allow us to visit some of Kiribati's outer islands, and then leave from them for Funafuti, Tuvalu. Funafuti — what a great name for a capital.

Our stay at the outer island of Abemama was great, as we met and were basically adopted by a family who lived in a communal *maniaba*, which is a large open-sided traditional meeting hall. The *maniaba* is made of local materials: large forked tree trunks served as the posts and supporting beams, and everything was held together by hand-made twine. The

women made the twine by rolling it on the tops of their thighs. What's remarkable was the consistency of the twine; it was always the same, no difference between buildings, even if they'd been built years apart.

We ate the local seafood with this family, and in the evenings would sing songs or play traditional stick or clapping games. Time passed quickly, however, and soon it was time to leave. Clothes were exchanged so that everybody had something to remember each other by. We also left what stores we could in order to repay the islanders' generosity. Besides, it's hard to get stuff on Abemama, and we and Coyote only had a short passage south to Tuvalu. Or so we thought.

According to the log, we left the anchorage at 1315 on 29 April, cleared the pass to the open ocean at 1530. A few hours later, at 2117, we crossed the equator at longitude 173°49'E. All in all, it was quite a day. However, something else — which was to become a theme for the next four days — was going on: the westerly setting current — quite often at three knots — was pushing us sideways. In fact, Coyote was trying to cross a strong flow-

As promised in 'Letters', here are a couple of perspectives showing how it should look when you're spinnaker flying. Stay clear of the boat!

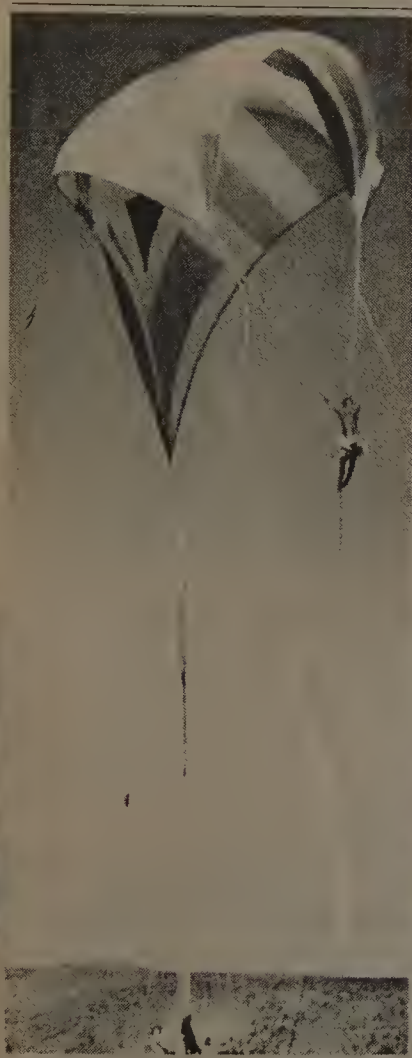
ing 'river' in the middle of the ocean. We once measured the current at 3.8 knots!

Our desire was to head a little east of south — but the current put a stop to that. In addition, the ITCZ was heading north and left us without any wind. Since we only had three days worth of fuel, we decided to take the path of least resistance: I kept heading south until we could pick up wind below the ITCZ.

There's nowhere where Murphy rules with more of an Iron Fist than at sea. So when the wind did fill in three days later, it was out of the southeast — or right from the direction we wanted to head. So we pulled out the charts and picked a new destination: Vanuatu, 700 miles to the south. So after four days at sea, we settled down and prepare for another seven days at sea. At this point our provisions were running low, and we were mostly living on things out of cans.

The next day we had a surprise. It started with the sound of a light aircraft — which was puzzling, as we were quite a long distance from anywhere. It turned out to be a helicopter, and a very small one at that! It couldn't have a range of





BOTH PHOTOS LATITUDE/RICHARD

were smooth, and the wind that teased us in the morning had died. But this isn't the end of the story.

That evening, after a good fish dinner, we checked the boat making sure all was square before darkness fell and the night watches began. All was well, but during one last look around the horizon before going below for a cup of tea, I saw the bright lights of another fishing boat up ahead. We radioed to boat to find out what gear they had out so we wouldn't end up being the catch.

Sure enough, it was *Chloe* again. And this time, they invited us aboard for drinks and a tour of the ship. What hospitality! Accepting their invitation, we left our boat adrift with the strobe light on and were ferried to *Chloe* in their steel speedboat. I was sure hoping we'd be able to find *Coyote* in the dark when we were done.

We had a great evening with the crew of the tuna clipper, who oddly seemed as pleased to see us as we them. Then, three hours after we arrived, we headed back to our boat, her strobe light still flashing, two miles distant. How strange to be rushing across the pitch black midnight of the mid-Pacific, our arms loaded down with groceries, at 30 knots in a steel boat!

The next day the arrival of more new visitors was heralded by sound. Only this time it sounded like a whistle — or our boat having steering problems. Then the sources appeared from behind, surfing down the seas, shoulder to shoulder. They were about a dozen false killer whales, each about 16-feet long and weighing about a ton. Five up them would line up and crazily surf down a wave together, and at times they'd be higher out of the water than we were. Other times they'd speed at us and then dive under the boat and come up on the other side. One seemed to like to swim on its side next to the cockpit, looking up at us. The most striking thing was their apparent expressions, which looked like satisfied grins. These dudes, bikers of the oceans, where having fun, tearing up the waves and asking us to observe how cool there were.

What a long, strange trip.

— william 9/15/98

**Destiny — Swan 46
Peter & Nancy Bennett
Caribbean to Venezuela
(Knightsen, CA)**

It's been nine months since our last letter, so we thought you might like to

know what we have been up to.

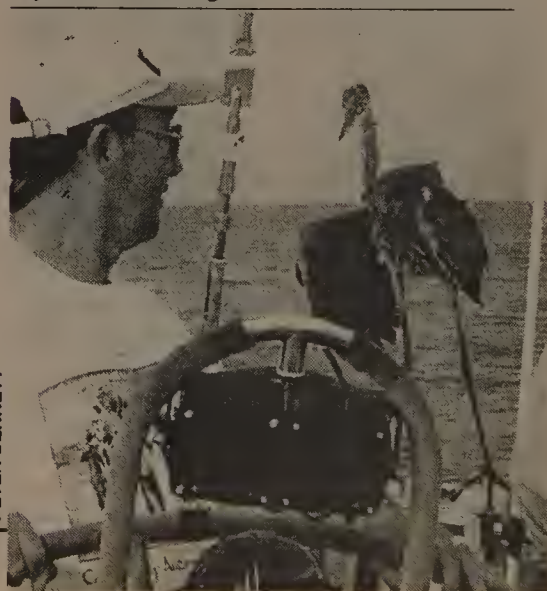
When we last wrote we were in Baltimore on our way to the Caribbean. We thought about doing the West Marine Caribbean 1500, but were deterred by the \$1,200 entry fee. It seemed a little steep for what you got. So we left Hampton, Virginia, on November 9 — based on advice from Bob Rice's weather service — in the company of a Michigan-based Ericson 35. We had a wonderful 11 day, five hour trip that took us straight to Soper's Hole, Tortola, in the British Virgins. The highlight of the trip was the blue heron that landed on the boat halfway down. He stayed with us for 40 hours while he rested up for the remainder of his flight. He'd looked pretty scruffy when he arrived, but was one handsome heron when he departed.

With so many nice anchorages close together, it was easy to spend four months in the Virgins. The downside was all the charterboats. St. John, in the U.S. Virgins, was our favorite island because — thanks to the fact that most of it is a U.S. National Park — it's so pristine. The St. John anchorages are beautiful and the beaches are very clean.

There's an eco-resort at Maho Bay, St. John, which has a store, a telephone — and outdoor dining room where meals are excellent and reasonably-priced. We met many interesting people while eating there. The resort also has a bus service to Cruz Bay, the only town on the island. At \$4, it was the best deal around.

Nobody can sail the British Virgins without stopping at Foxy's on Jost van Dyke. It's so much fun that we stopped there several times. Foxy is indeed a remarkable man who is really up on current events.

Halfway between the States and the Virgins, this blue heron hitched a ride aboard 'Destiny'. Everyone likes sailing when the weather is nice.



PETER BENNETT

more than 200 miles, so where had it come from? The answer soon came over the horizon in the form of one of the few work boats ever designed with style: an American tuna clipper. This one's name was *Chole*.

We were soon chatting on the radio and learned they'd just come from a refit in New Zealand and had dropped their first catch — 1,250 tons — in the Solomons. They'd now been out for another three weeks and were almost full again. After setting the nets one last time, they'd call the office in San Diego which would direct them to the closest cannery that was offering the highest price.

When they asked if we could use something, I asked for diesel, water — we had plenty, but it's always nice to top off — and, of course, ice cream. They were happy to send it all over — and even wanted us to take more. However, this was more than enough. In fact, we had to send four litres of ice cream back because it wouldn't fit in our refrigeration unit.

Then they were gone as quickly as they'd arrived. If it hadn't been for the diesel on the deck, the frozen fish, and stomach-ache from the ice cream, we could have imagined the whole thing. The ocean was vast and empty, the long swells

CHANGES

As you may know, there are lots of moorings in the BVIs, and as of January 1 they raised the price to \$20/night. The moorings are owned by a firm called More Secure, which dictates the prices. Fortunately, there's still room to anchor in most of the bays, and nobody seems to care if you do. Canadians and Europeans will never pay for a mooring, so we'd just follow them into the anchorages.

At the end of February, we left St. Thomas for Puerto Rico to pick up Michael, our son — who arrived with two surfboards and a sailboard. On the way over, we stopped at Culebra, which is a little island 20 miles off the coast of Puerto Rico. To get into Ensenada Honda, the only town, you have to go through a crooked cut in the reef. It was pretty exciting following the channel in, what with the exposed reef all around you and the waves breaking on it. Culebra is home to quite a few retired Americans, some small guest houses and restaurants. A small canal runs from Ensenada Honda to Vieques Sound, and most of the restaurants are located along the canal and have docks you can tie up to. Across the channel is the island of Vieques, which you are allowed to visit — if the U.S. Navy isn't having bombing practice. They were bombing the day we wanted to visit, so we had to stay well clear.

For a long time, incidentally, Culebra had been considered the Caribbean's finest hurricane hole. Then along came hurricane *Hugo* with its over 200-knot winds, destroying more than 300 boats which had sought refuge there.

We passed through the Virgins for a final time before going south or 'down island'. As luck would have it, the surf came up the day we arrived back in Tortola. The surfers said it was the best swell of the year — they don't get many good ones in the Virgins — and it occurred right on the

Quiet Culebra — meaning 'the snake' — is just 30 miles from the U.S. Virgins. Three hundred yachts died here when 'Hugo' hit.



LATITUDE/RICHARD

day of the solar eclipse! Imagine surfing while there is a 93% solar eclipse, and then coming ashore to an eclipse party with a live band at Bomba's Surf Shack. It was a street party that went well into the night — and as such was very similar to the full moon parties they have every month.

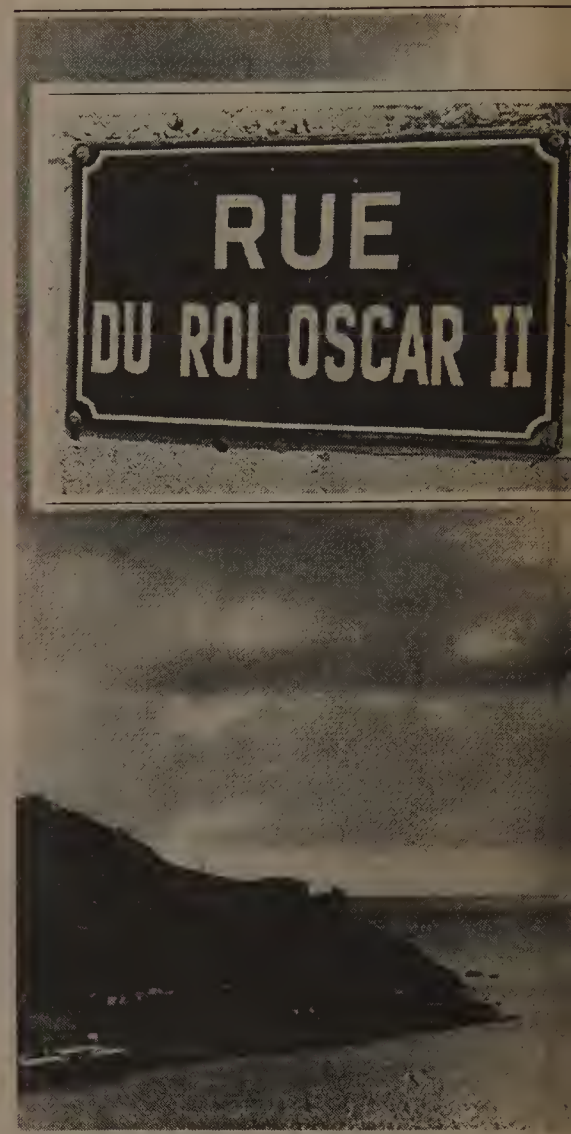
The big challenge of going down island is switching between English, French and Spanish. We did a lot of pantomime and made up words to sound as though we knew what we were talking about. In any event, we knew enough of the basics to get by in all the countries.

You also need to become handy with currencies. Between Puerto Rico and Venezuela, we dealt with four currencies — getting the most from the Venezuelan bolivar. The Virgins use the U.S. dollar; French St. Martin, Guadeloupe, Iles de Saints and Martinique all use the French franc which floats at about 5.89 to 6.05 to the U.S. dollar; the rest of the Caribbean uses the Eastern Caribbean dollar or 'E.C.', which is fixed at EC2.67 to the dollar. Venezuela uses the bolivar which keeps going up, and is now at 562 to the dollar. It's all been fun trying to deal with the different currencies and making sure we spend it all before we leave the country.

On March 15, we made the overnight upwind and upcurrent sail to St. Martin/Sint Maartin. It's an interesting island, because although it's not even as big as the city of San Francisco, half is French and half is Dutch. To make matters more confusing, they use two currencies and have separate telephone and power systems. It's a long distance call, via 150-mile distant Guadeloupe, to make a call from the French side to the Dutch side!

We decided to anchor on the French side in Marigot Bay — since the cruise ships all go to Phillipsburg on the Dutch side. Marigot is a charming little village with nice little shops and restaurants. They had a great bakery where we bought fresh baguettes and croissants every morning, and Match, which is the best supermarket we've ever found! There are Match stores on all the French islands, and every few days they fly in produce and other goodies the Caribbean doesn't have from France.

One Sunday afternoon we were at Marigot minding our own business when a French boat came sailing in. As he approached us, he lost his steering — and crashed right into the bow of our boat! Our pulpit was mangled and the hull paint gouged in several places. As only a



Frenchman could do, Jean Marc threw his hands up in the air and stared. After anchoring behind us, he pantomimed that he would be back with an interpreter.

It turns out that he'd just put his boat in the water — after spending all his money fixing her. And like a lot of boatowners in the Caribbean, he didn't have any insurance. Jean Marc made a deal with the stainless guy to build us a new bow pulpit and told us he'd try to fix the hull gouges himself. We ended up staying another 10 days because of the accident, but it was worth it because the new bow pulpit turned out to be better than the original. Jean Marc patched the hull and brought us some paint — so we told him we'd have the job done down island. All in all, he was an honest young man who worked things out the best he could.

We visited several islands in April, starting with St. Barts, which is an upscale resort island with very expensive shops and restaurants. It's a place for the rich, famous — and the Wanderer to play. We anchored outside the town of Gustavia, which was built by the Swedes. It has an old clock tower and the clock is

IN LATITUDES



ALL PHOTOS LATITUDE/RICHARD



With its unusual cultural history, great beaches and lack of crime, St. Barts is for everyone — not just the rich and famous. Feature to follow.

still hand-wound every day. The anchorage got very rolly so we decided to head south.

[More next month.]

— peter & nancy 9/15

Peter & Nancy — Coming soon! Why St. Barts is the greatest — even for folks like the Wanderer, who are neither rich nor famous.

**Kooyah — Hunter 35.5
Donald & Mary Farquharson
Cruising Jamaica
(El Cerrito)**

It's been nearly 10 years since we've written. In our last *Changes* we reported the loss of *Red Stripe*, our Newport 30, on the beach in St. Thomas, U.S. Virgin Islands. The year was '89 and hurricane Hugo was the cause.

We subsequently bought the Hunter Legend 35.5 *Kooyah*, and my wife and I departed St. Thomas in April of '95 for a two-year cruise of the Eastern, Southern, and Central Caribbean. We visited all is-

lands from Antigua to Trinidad, and then continued on to Venezuela, the Dutch 'ABC' islands, and then straight to Jamaica — where we spent most of the last two years.

Having recently moved back to Northern California to resume life ashore, we thought we'd offer an update on cruising Jamaica — which is one of the prettiest islands in the Caribbean. And at 4,400 square miles, about the same size as Puerto Rico, which is 100 times the size of St. Thomas in the U.S. Virgins.

The first question cruisers always ask us about Jamaica concerns safety. We made two circumnavigations of Jamaica in the past two years, and we had no problems whatsoever with security. I don't carry a gun, but I do lock my dinghy to my boat at night. And like everywhere you go, you have to be alert and careful.

The local fishermen come alongside to try to sell you fish and lobster, and they will ask for handouts of Red Stripe beer and cigarettes. They're not aggressive, however, and will take 'no' for an answer. Our rule is never to give anything without asking for something in return. For example, we'd want something like a small tuna in return for two Red Stripes. We'd also buy lobster for \$5/lb U.S. They will

try to sell you *ganja*, but you'd be foolish to buy any because despite popular misconception, Jamaican drug laws are as strict as they are in the United States.

Jamaica has 300 miles of beautiful coastline, dozens of protected anchorages, several major yacht clubs, and two international airports. So depending on your mood, you can pretty much find what you're looking for. If you savor privacy, for instance, you can still find beach-lined anchorages inside reefs where you can skinny dip in total privacy. If you want to be part of crowds moving to reggae and soca beats, there's always Negril or cruising the north coast to Port Antonio. If you want the quiet life, cruise the south coast from Negril to Kingston. We recommend the *Yachtsman's Guide to Jamaica* by Lethbridge, which covers the entire island as well as approaches.

The way we see it, the following are good reasons in favor of cruising Jamaica: stunning beaches, countless anchorages with great snorkeling, reggae music and rum punch, ease of getting provisions, a beautiful and varied interior, the locals speak English, and two international airports.

On the negative side, there is no chandlery and limited facilities for making boat repairs.

For West Coast sailors wanting to get to the Eastern Caribbean, a visit to Jamaica makes plenty of sense. Since the wind is blowing from the northeast — the direction you're trying to get — when you leave the Canal, you have two choices. The first is to hug the coast of Columbia. In the off chance you and your boat don't

After spending lots of time in and around salt-water, it's a delight to luxuriate under a waterfall. Jamaica has plenty.



LATITUDE/RICHARD

CHANGES

get clobbered by gale force winds and huge seas, a powerful current will be against you the entire way. Unless you're very lucky, it's a tough trip. We think a much wiser choice is to reach off and head straight to Jamaica. You'll still have lots of easting to make from Jamaica to get to the Virgins, but you can do it along the coasts of Hispaniola and Puerto Rico. Of course, in the odd chance you get a north wind, you should make all the easting you can as quickly as you can.

P.S. In the September Letters, you commented that it doesn't matter to foreign officials if your boat is state or Coast Guard registered. Well, when we got to Guadeloupe in 1996, they refused to accept our boat's state registration. If a U.S. boat wasn't documented, they asked you to leave.

— donald 9/10/98

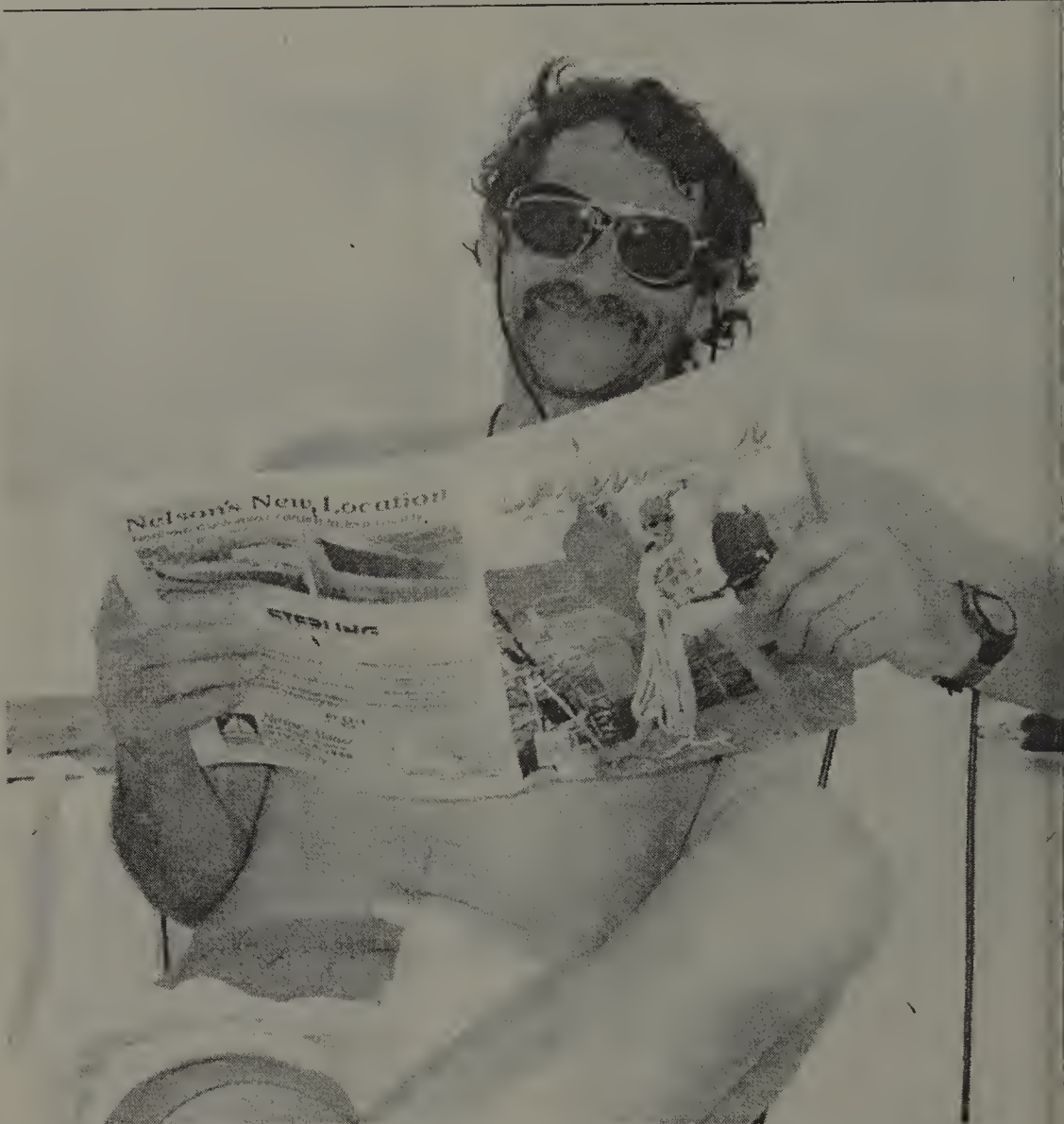
Donald — It would be interesting if you'd like to share some thoughts on the differences between cruising an older boat like a Newport 30 and a newer one such as a Legend 35.5.

High Jinx / N/A
Jinx & Mad Dog
Sea of Cortez
(N/A)

Brigido Alvarez, the night watchman at Marina Real in San Carlos for the past nine years, had a problem: No teeth. And not enough money to afford a new set of choppers. But now, thanks to the combined generosity of Dr. Hiram Martinez and the cruising community — *carne asada* is back in Brigido's life.

Dr. Martinez, whose office is behind Rosa's Cantina in San Carlos, donated his time, charging only the lab's fees he had

Dr. Hiram Martinez and his nurse install nightwatchman Brigido Alvarez's new teeth. Cruisers chipped in to cover expenses.



to pay for Brigido's dentures. The crews of the following boats put up the pesos for the new teeth: A Bien Tot, Anore, Astrea, Baliza, Boomerang, Breezy, Cloud Nine, Conestoga, Cookie, Deva, First Light, Honey Slide, Inclination, Magic Tern, Marara, Mariposa, Milagro, North Star, Peach, Pyewacket, Rainbow Voyager, Rhiannon, Sam Basset, Second Wind, Toad, Windchime III, Windrunner, Marina del Bradbury (Conception Bay) — and a cat named Scrimshaw!

Working together, it was nice to bring a smile to Brigido's face.

— jinx & mad dog 8/15/98

Annapurna — Hans Christian 48
Buddy and Ruth Ellison
Acapulco to Tahiti
(Sausalito)

After spending 18 months in Mexico, we headed south from Z-town to Acapulco in preparation for what we hope will be a circumnavigation. We had a royal send-off from Zihuatanejo, as Blair Grinoles of Vallejo was taking 20 guests on yet another of his famous sailing and

"Approximately due south of California, sailing a Hinckley 59 from Panama to Hawaii, March '98," is all Bill Birdsell-Smith of B.C. had to say.

snorkeling trips on his Capricorn Cat catamaran. When they passed us two miles outside the anchorage, his crew gave us a 20-bun 'salute' — which we reciprocated with a two-bun 'salute'. Boy, we're sure going to miss Mexico!

Our last stop in mañanaland was Acapulco, which with well over a million people hardly qualifies as a village. But we had things to take care of. The sailmaker in the marina repaired our jib right away, but getting a stainless steel mount for our wind generator took a while longer. Thanks to the Price Club and the biggest Wal-Mart and grocery stores we've ever seen, provisioning was easy.

We took a few days off to see Taxco and Cuernavaca, but there were too many tourists, too many Volkswagen taxis, and much too much pollution. Anyway, we were too excited about the pending trip across 'the big puddle' to want to wander around cities looking at churches, seeing museums and sleeping in strange beds. Besides, we'd been in Acapulco so long that we'd cast off the lines for at least a



HIGH JINX



COURTESY BILL BIRDSSELL-SMITH

we only had a 700-mile range, and we were sure we'd need the fuel for the flukey conditions around the equator. We tried to do three hour watches each, but we slept if we got tired.

Activities — other than answering e-mail, getting weather faxes from the Furuno, and thinking up incredibly wonderful one-pot meals which take hardly any preparation — we didn't have that much to do. The biggest jobs were patching the main and jib, which isn't easy on a rolling sea, so we finally gave up on the eight-year-old genoa and took it down. We waited for a lull in the wind before dropping it and raising the jib. It was a lot of work, but we got the job done.

The seas weren't too bad, although once in a while a rowdy quarter wave would jump into the cockpit and douse us. What did it think, that it was San Francisco Bay? And occasionally we caught a 'boarding wave' that slammed into the side of the boat with a crash — and sent water all over us, too. We also collected little flying fish and a few squid too. The word 'sea legs' suddenly took on new meaning.

Then Buddy discovered something more serious: the clevis pin on the roller furling had broken. We clamped and vise-gripped it together, attached two jib halyards to take the load of the headstay, and stopped flying a headsail. Since our spinnaker had at least four rips and the spinnaker pole bridle had chafed on the roller furling, flying the nylon sail was out of the question. With only the power of the main and the little staysail, our days of sailing at nine knots were over!

Motoring and/or sailing in the light airs of Mexico doesn't put anywhere as much strain on a boat and gear as does constant open ocean sailing. Based on radio conversations, everyone was having things break, rip, shred, and fall off.

Cooking at sea was an adventure in itself. I went into the refrigerator to get Buddy a leftover — beans in red sauce. Well, the lid came off and it was all over the fridge! Another night there was a plate of food on the counter that Buddy was holding; he let go for a moment and it slid right into the sink. The plate stayed right side up, the food was intact, and nothing was wrong — other than it was under three inches of dish water. I felt like a cartoon character while cooking: Legs spread out for balance, feet pushed against the sides of the galley, butt against anything close by, and the nearby gimballed stove

swinging back and forth. When we were lucky, nothing ended up on the sink, us or the floor.

We crossed the Equator on April 8. Buddy was already a shellback as he'd crossed while in the Navy in '66, so only I needed to be initiated. After dressing for the occasion and setting up the video camera, Buddy gave the following speech:

"O hear-ye, hear-ye, hear-ye, all crabs, mutineers, scoundrels, sea serpents, and mystics of the sea! Be it known that on this day forth, Ruth Ann Ellison has been inducted into the Royal Order of the Shellbacks and the Domain of the Golden Dragon. She has exhibited exemplary sailing capabilities and total seaworthiness. From this day forward she will be known as a shellback." He then proceeded to pour champagne all over me, throw the bottle into the sea, and demand that I kiss the Royal Baby's Ass — his — as an added sacrifice to Neptune!

Once south of the equator, we had day after day without any wind. Where were the southeast trades? Having used our fuel sparingly, we had enough to motor the rest of the way if necessary. We also had lots of rain squalls between the calms. In the middle of all this, we experienced a gale. At first we thought it was just a strong squall, but no, it was a gale with up to 40 knots of wind, extremely confused seas and lots of spray. We got out our foul weather gear halfway through the gale — better late than never — which lasted 20 hours.

What made things worse was that we had to drop the main because too much water was collecting in the folds of the reefs, making it too heavy for not having a headstay. So we hardly moved! But soon *Flowers bring a smile to the face of Ruth Ellison shortly after her Pacific crossing. Flowers are one thing French Polynesia need not import.*



BUDDY ELLISON

dozen boats that were on their way to the Panama Canal and another that had left for the Marquesas.

We finally left Acapulco about noon on March 24, and immediately were able to take advantage of some great wind. Four hours later land was out of sight. That night the pristine sky was full of brilliant stars. As for *Annapurna*, the wind had allowed her to show her stuff as the clean, serene, sailing machine. We had the wind generator purring day and night to charge our batteries, and the solar panels collecting even more juice. It's a great feeling to be entirely self-sufficient, getting fresh water from the sea and electricity from the sun and wind.

Each morning we checked in with the 'Marquesan Net', which was established so cruisers can keep tabs on one another and the weather. Guess who was Net Control? *Moi, naturalment!* For those with ham licenses, there is also the Pacific Seafarer's Net. Once on the roll call, you check in each evening with your location and weather.

After the initial great breeze out of Acapulco, we just crept along. We didn't want to start motoring right away because

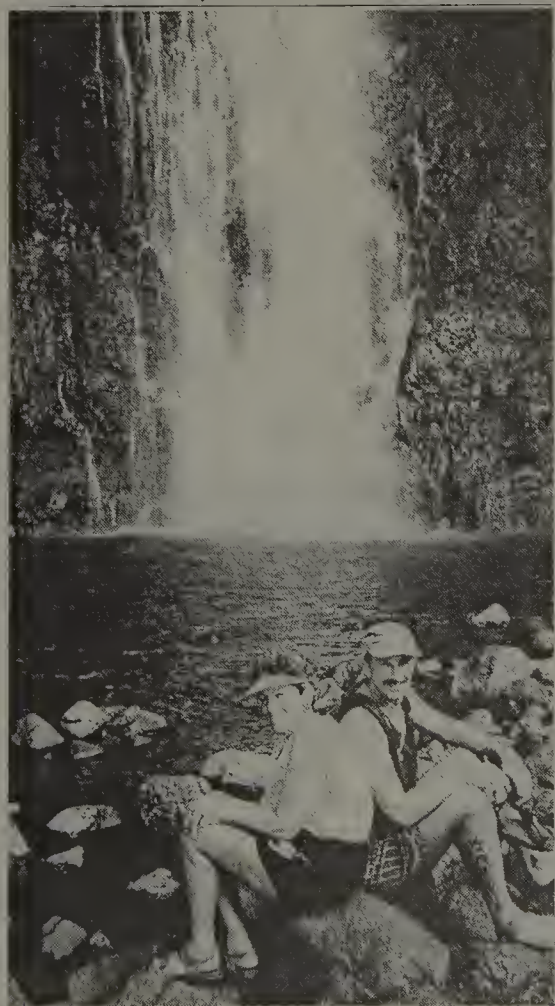
CHANGES

the gale ended and there wasn't any wind once again.

On April 16, after 24 days at sea and waiting offshore until daylight, we made our first South Pacific landfall at Nuku Hiva. What an awesome experience to finally see land again after more than three weeks! The island, very lush because of the rain, loomed out of the ocean like a jagged green forest. We dropped the hook at Taiohae Bay, which is home to the gendarmerie, bank, five restaurants, three grocery stores, street lights and even some paved roads! Call it the Manhattan of the Marquesas.

The most obvious ways in which the Marquesas differ from Mexico? First, we had to pay \$1,742 for our French bond. We're supposed to get all of it back — minus \$50 for fees and \$60 for visas. Second, groceries are outrageously expensive. Figure on things like \$7 for a jar of mayonnaise, \$5 for a half gallon of juice, and \$4 for a dozen eggs. Third, the two of us spent \$50 when we went out to dinner. Fourth, the locals speak French — which I'm trying to soak up — rather than Spanish.

Each day while we were in Taiohae, a couple of more cruising boats would arrive. *You can't get too much of it. After skimping on freshwater for nearly 3,000 miles, it was great to reach the Marquesas and visit waterfalls.*



COURTESY ANNAPURNA

rive. Most arrived in one piece, but many had quite a bit of damage. One boat, with two little kids, had lost their rig and had to dump the mast, sails — everything! This retirement stuff can be brutal!

After a week at Taiohae getting our land legs back and resuming normal sleep patterns, we went around the corner and found ours to be the only *bateau* in Daniel's Bay. The bay gets its name from Kremont Teiketohe de Daniel, who with his wife Antoinette (Heiani), are the only residents. They live right on the beach.

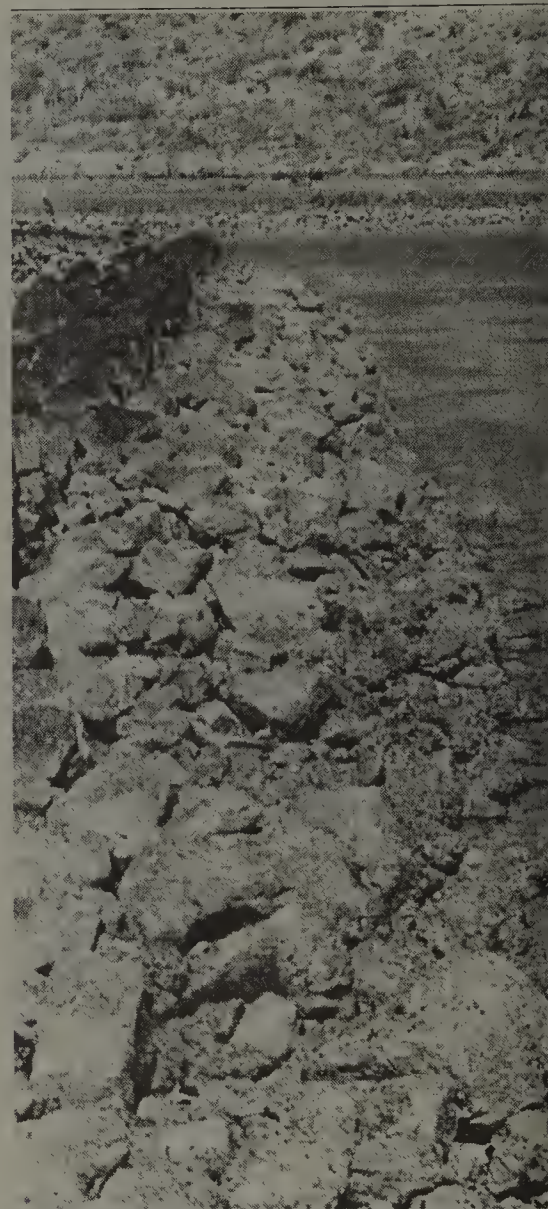
We visited with the couple and received water, a fresh pineapple, and a dowel that Daniel had whittled to hold up our sun shower. When returned the next day to sign their guest book, we found some familiar names: *Dreamer*, Deby and Roger Cason; *Magic Carpet*, Nedra and Chris Wagner; and *Camelot*, Bill and Jan Sams. We brought Antoinette some ibuprofen for her arthritis. Daniel asked for .22 shells for his pistol, but we'd left our arsenal at home. But what a treat the visit was! When Daniel understood something we said, he'd show it by slapping his knee and laughing hard enough to show his one remaining tooth. The only bad thing were the no-see-ums; we've never been afflicted by so many in our lives.

Once at the nearby island of Hiva Oa, we walked a mile inland to the village of Hana Iapa in order to visit William, the local cruise-o-phile. After we signed his book, he gave us lemonade, pate' on a baguette, about 50 limes and six huge grapefruit.

Our last stop in the Marquesas was the island of Tahuata, where Hana Moe Noa — with a white sandy beach, clear water and lots of fish — reminded us slightly of the Sea of Cortez. Lots of *no-nos* on the beach, though.

The southeast trades slowly kicked in for our 508-mile passage to Ahe in the Tuamotus. We hit lots of eights and nines, and averaged better than 7.5 knots. The Tuamotus are atolls, and each atoll looks kind of like a giant swimming pool with a few openings for boats to enter the lagoon. Entering these passes is tricky due to strong currents running in and out. The water is aquamarine blue, very clear, and not too terribly warm.

Our last stop in the Tuamotus was Rangiroa, the largest — 1,000 people — and by far most tourist-oriented atoll in the group. We anchored in front of the Kia Ora Hotel, which features \$490/night huts over the water. The same grapefruit that were free for the picking in the



Marquesas were selling for \$2 in Rangiroa.

Checking in at Rangiroa couldn't have been any quicker or easier. A cute little powerboat came alongside and the officials asked us where we came from and where we were going. Then we were instructed us to "Have a nice day!" Mexico might want to send some officials over here for training.

By now we'd become accomplished on the rain drills: first, you run around to close the hatches and keep the tremendous downpour out, then you make sure the hose is attached to the water-catcher in the awning. Our tanks were always full!

Rangiroa is famed for diving, particularly in an area known as 'the aquarium' near the pass. It's an apt name, too! The current was so strong that we had to hold onto the anchor chain, or tow the dinghy with us as we snorkeled so we didn't get sucked out the pass.

On May 28, our 31st wedding anniversary, we sailed for Tahiti. As I finish up this letter, we're in Papeete, where we've installed new batteries, mended all the sails, and replaced our headstay. Does it ever end? As we sit here in the tropics,

IN LATITUDES



LATITUDE/RICHARD

If you're searching for the meaning of life, the tide pools of Baja aren't the worst place to start.

we'll let you ponder the wisdom of author Nelson DeMille: "The problem with doing nothing is not knowing when you're finished."

By the way, Leva Communications in Tahiti is a yachtie center that bends over backwards to help yachties. You can e-mail them at: yachties@mail.pf.

— buddy & ruth 6/30/98

Tigger — N/A

Dave & Sharon Rangle

We're Back!

(Houston, Texas)

Our friends Pat and De on *LaCabriole* mentioned that there was an inquiry about us in the August issue. Well, we can report that we're alive and well — and just finished our circumnavigation. As we arrived in Galveston on July 6, we did it in just under 4.5 years.

It was a fabulous trip with so many adventures! We saw such beautiful places — the South Pacific, New Zealand, Australia, South Africa — and lots of out-of-

the-way places, too. However, the sailing was the thing for me. When I said we wanted to sail around the world, I meant just that.

Ours was a safe trip. We're conservative people, nonetheless, we still managed to have a few hairy moments. We arrived at Durban in the middle of a moonless night with 45 knots of wind — from aft, thank goodness, and the huge seas pushed us through the small channel entrance to the harbor. Heaving-to is our normal strategy in such conditions, but we were in the middle of the notorious Agulhas Current when the weather came up and we were being swept past Durban. To add to the fright, there were quite a few ships anchored in the channel, and being in such big waves, we were only able to see them for seconds are a time before we dropped back down into a valley like trough between the mountainous swells. The intermittent visibility also made it difficult to see the range lights. But thanks to the harbor patrol keeping their eye on us and adrenalin keeping us extra alert,

we 'blew in' safe and sound.

I'd also like to comment on the South Atlantic Ocean. I've read so much about what a great ocean it is to sail on, and now I can add my accolades as well. We had nothing but *perfect* winds from Capetown to Trinidad. The wind was never more than 25 knots or less than 10 knots, the seas were reasonable and the weather mostly clear. It was a perfect reward for sailing around South Africa and the 'Cape of Storms'.

After a rousing visit from our family, we completely emptied Tigger — in the 100° heat of Houston — and took off on a land cruise to see cooler climes and family. When it cools down, we'll give Tigger the TLC she needs after 35,000 miles — then get ready to sail off on another adventure. Maybe Ireland this time, I've always wanted to go there.

— dave & sharon 8/26/98

Cruise Notes:

"John Neal and Amanda Swan got married at Musket Cove in Fiji just before Regatta Week," report Fred Roswold and Judy Jensen of the Seattle-based Serendipity 43 **Wings**. Neal is well-known for having hosted weekend cruising seminars and offshore sail training — from Alaska to Antarctica — for more than 10 years. Amanda, a Kiwi with extensive offshore racing experience, became a co-conspirator several years ago. In '97 they launched their current sail training vessel, the Hallberg-Rassy 46 **Mahina Tiare III**. The couple will continue sail training charters in the South Pacific until November when they'll return to the Northwest to finish preparation for the spring seminars.

As for Roswold and Jensen, they were feeling a little too guilty to completely en-

Newlyweds John Neal and Amanda Swan tied the knot in Fiji. But they enjoy more than just the tropics; here they are at Cape Horn.



COURTESY MAHINA TIARE

CHANGES

joy themselves at Musket Cove:

"We arrived to find a huge party going on with all the yachties having a great time playing beach games, drinking, and racing boats. All this while the rest of **Fiji withered in drought**. The lack of water means that crops are failing and some farmers and field workers are on the verge of starvation. Yet the 2,500 or so Kiwis, Aussies and other Westerners are oblivious to the drought — except that we all went into the hills behind the resort to fight a brush fire. While there were no fire hoses to reach the fire, we do have all the water we need to fill our tanks and wash our boats. We have water because unlike many Fijians we can pay for the stuff that gets barged in. Since Musket Cove is on the island of Malololailai, we yachties only read about the problems the locals are having but don't actually see the suffering. We feel guilty about it — but haven't done anything."

Feeling guilty about having wealth among the poor is an interesting issue. We thought about it just the other day when a local paper noted that **Rev. Cecil Williams**, the celebrated head of Glide Me-



TOM LYON

By buying photos of their boat at the start of the Ha-Ha — such as this example — participants indirectly give money to the orphanage in La Paz.

morial Church in San Francisco's Tenderloin district, knocks down, with his wife, nearly \$250,000 a year in salary. The article pointed out that the heads of other poverty programs, such as the Salvation

Army, only take about \$70,000 a year. We're not begrudging Williams or his wife the money, we're just pointing out that wealth among the poor is an issue that not just yachties have to deal with. And it's not just a foreign problem. When we were young and idealistic, we figured full-on socialism was the solution. Now that we're older and more pragmatic, that would seem to be the worst way to try to solve the problem.

No matter if you're motivated by guilt or by an altruistic spirit, if you're headed to Mexico this winter please bring along lots of **goodies for our less fortunate** neighbors to the south. Each year the folks in La Paz need toys, clothes and money to bring a little joy into the lives of the kids at the local orphanage, so there's one terrific cause. If you're like a lot of us who have extra computers, computer programs, printers and such, cruisers run a great computer literacy effort in Puerto Vallarta for some of the poorer local folks. And last Christmas cruisers instituted a toy giveaway for the less fortunate children in the Z-town area.

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FIRST LIGHT



The Robbins' S&S 73 'Kialoa II' at anchor in Fiji not far from the Rothman's J/44 'First Light'. The former is from Berkeley, the latter from Tiburon.

article about **First Light** cruising Palmerston got my attention. She's a nice looking boat. What is she, a Sabre or something?"

Andy and Jill Rothman's First Light is

a J/44. Earlier in the summer, the couple reported a bumpy eight-day passage from New Zealand to Fiji. "It was good to finally get back to the tropics after spending too long in New Zealand," they wrote. "Once we got here, we spent a few days in the outer islands with Frank Robbins and family who are on their Berkeley-based S&S 73 *Kialoa II*. We're now reprovisioning in Suva and getting the

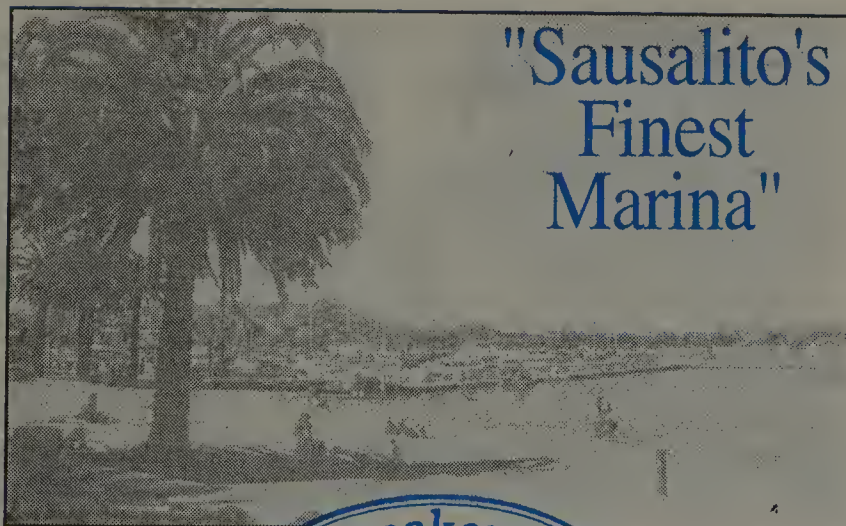
developmental and keep on giving. You can't go wrong with notebooks, pencils, crayons and books. Similarly, sports equipment such as basketballs and baseballs get tremendous use. In the more remote areas of Baja, any kind of decent shoes and jackets are appreciated. If you want to donate anything but aren't heading south this winter, bring it by the Mexico Crew List Party at the Encinal YC in Alameda on October 6 at 1800. We'll load it aboard *Latitude's* spacious catamaran **Profligate** for delivery to Mexico.

If you're going to do the Ha-Ha, be advised that Tom Lyons — two-time veteran of the Ha-Ha and owner of the Cal 34 **Sea Beast** in Puerto Vallarta — will be taking aerial photos of the start for the third straight year. The photos will then be sold — at very reasonable prices — to the participants when they arrive in Cabo. Be advised that 100% of the profits of this endeavour are forwarded to the orphanage in La Paz — so you can 'donate' that way, too.

"Aloha from **Hanalei Bay**," writes Jonny Wichman. "I'm still looking for my future cruising boat, and the September

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CHANGES

main repaired after an accidental jibe in 30 knots. We're going to move more slowly this year and plan to return to New Zealand in November."

"We've just completed our first year of cruising Mexico and the Sea of Cortez," write Sally and Don Branch of the San Diego-based **Dharma**, "and have been having one awesome experience after another. We've made many unforgettable friends and even stumbled across a great French restaurant in the little Mexican village of La Mazanilla on Bahia Tenacatita. The restaurant was started by Joel, Christina and Cyril, three folks from France who fell in love with the village of just 400 inhabitants. We say spread the word about this place because the dining is great, with ornately folded tablecloths, wine glasses, finger bowls at meal's end, and menus in three languages. Dine on Coquilles St. Jacques, mussels in cream sauce, lobster Parisienne, bouillabaisse, prime ribs Bordelaise, pork chops Normandy — and more."

Founder Steve Black reports that he's expecting a record number of entrants in the 9th annual **West Marine Caribbean**



LATITUDE/RICHARD

A little village on Tenacatita Bay might be the last place you'd expect to find a French restaurant, but that's where Paris Tropical is located.

1500, an event that takes cruising rally participants to Virgin Gorda in the British Virgins from either Newport via Bermuda or direct from Hampton, Virginia. The former start is October 28, the latter is November 1. While similar in concept

to the Ha-Ha, the Caribbean 1500 is nearly twice as long, the fleet is potentially exposed to more rough weather, and the entry fee is \$1,200.

We were surfing the commercial radio stations in San Francisco on September 19, when we came across an interesting exchange on the Bob Brinker **Money Talk** show. A fellow called from San Diego, said his recently deceased parents had left him some stocks funds, and wanted to know what to do with them. He described his circumstances as being 57, retired, and living with his wife on an older 46-foot sailboat in Mexico. "How can you do that?" asked an obviously baffled Brinker.

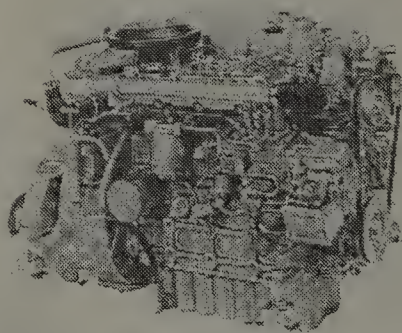
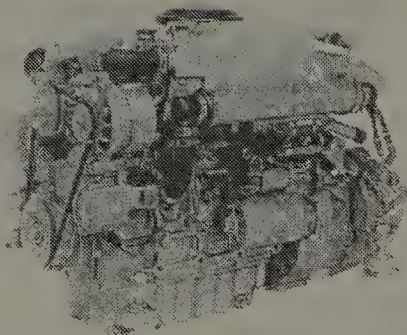
"Well, we travel from port to port," the caller responded, not completely sure why Brinker was so confused. "We spend quite a bit of time in the water and get to do a lot of reading. It's a very pleasant way to live, and it's very inexpensive." Brinker uncharacteristically abandoned the pursuit of money for a few minutes to find out more about this "interesting lifestyle". The caller reported his 46-footer was about 10 years old, worth about \$80,000, and that he and his wife hope to eventu-

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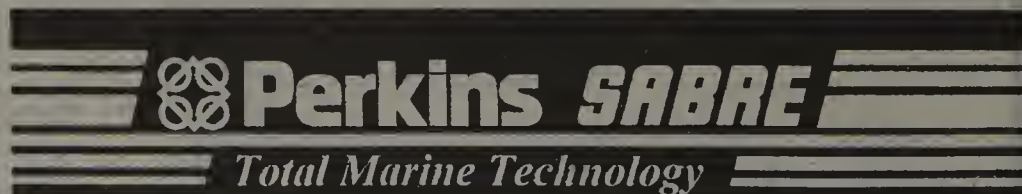
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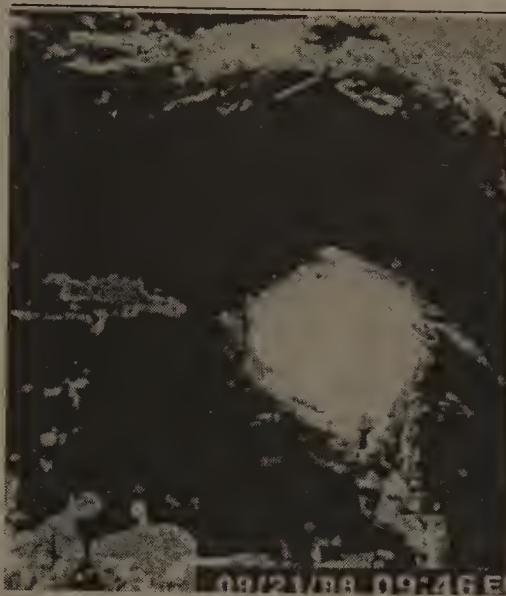
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ally sail west to the Galapagos, Marquesas, New Zealand, Australia and "blah, blah, blah."

When the caller told Brinker a friend had suggested preferred stocks, Brinker wondered how he could possibly keep in touch with the financial world while cruising. "It's easy," the caller replied matter-of-factly, "by e-mail through AOL."

"Everywhere?" asked Brinker in disbelief. The caller told him yes, as though didn't everybody know that? In any event, Brinker advised the caller that in his situation, preferred stocks weren't as wise an idea as putting the money in Ginnie Maes "and forgetting about it."

An anonymous reader who wishes to legally stop at the **Galapagos** on the way to New Zealand next year, wants to know the drill for getting the necessary permits. Based on the most recent experiences cruisers described, applying for such permits is a waste of time and effort. In the unlikely event that you do get a permit — most folks simply never hear back from the Ecuadorian government — it will run you \$75/day/person to visit, and you're only allowed to anchor at Academy or



JUAN VALDEZ

Hurricane 'Georges' looked terrible from the satellite photos, but apparently did relatively minor damage to yachts in the Caribbean.

Wreck Bays. Taking your own boat to other islands — if you can even get approval — can run more than \$200 extra per day. Some bargain!

However, if you just show up at Acad-

emy or Wreck Bay, you'll almost certainly be allowed to stay for between four and 10 days — especially if you're good at schmoozing, claim an engine problem, and/or agree to support the local economy by buying stuff and going on tours. Furthermore, such spontaneous stops are usually less expensive than if you go to all the trouble and expense to get a permit. In other words, nothing has changed in the Galapagos — except the population, which has exploded to 15,000 in recent years.

The Galapagos — Fernandina, Isabela, Santa Cruz, San Cristobal, and several smaller islands — are about 600 miles off the coast of Ecuador on the equator. Almost everyone who has visited by private yacht has been very impressed. One caution: As of late September, **volcanic eruptions** from the Cerro Azul volcano on Isabela have resulted in rivers of lava coming down the mountain and threatening three nesting grounds for the 1,670 Galapagos tortoises unique to the island. The authorities are considering airlifting the tortoises to safety.

As we go to press in late September,

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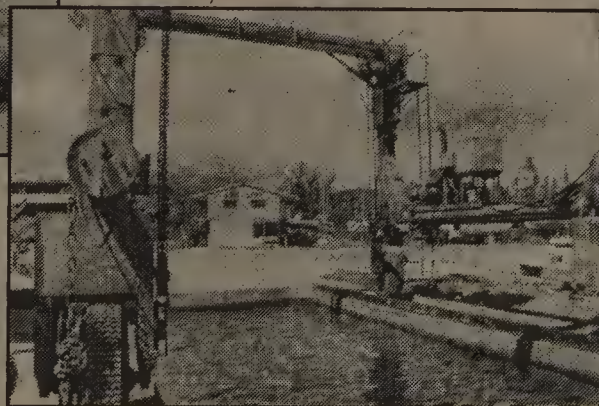
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CHANGES

it's been a blessed Eastern Pacific — **Mexican** — hurricane season. There haven't been too many hurricanes, and most of them have been well offshore. The only hurricane to close on land was **Isis**, which blew due north past San Jose del Cabo at the tip of Baja and then across the Sea of Cortez to the mainland. It only lasted three days and was just barely hurricane force. As is often the case in Baja, the real damage was from the rain. The same highway overpass in the river bed between Cabo and San Jose del Cabo washed out, as usual, in the flash flood. Otherwise, damage was limited. Folks from the Cape to La Paz report the landscape had turned a pleasant shade of green.

As hurricane **Georges** in the Caribbean closes in on Florida, we're getting early reports that the damage wasn't as nearly as bad in the Eastern Caribbean for yachties as it had been for **Luis** and **Hugo**. The boats in Antigua, St. Barts, St. Martin, and the British and U.S. Virgins seem to have made out quite well. Unfortunately, the citizens of St. Kitts, Statia, St. Croix, Vieques, Culebra and Puerto Rico

RUDY OF 'ENCORE'



When the flash floods associated with tropical storms hit Baja, you don't want to get in the way — not even if you're a truck.

— where there aren't that many boats — suffered much more damage.

Friends report that Jim Foley and Linda Moore of the Santa Cruz-based SC 36 **Dana** have returned home after a five-year circumnavigation. Word is they're thinking about buying another boat to

keep elsewhere in the world. We'll have to track them down and get details on their trip.

We'll end this month with a caution to those of you headed south. A '**Ladies Bar**' in Mexico doesn't mean the same thing as in the States. A 'ladies bar' up here means sugary drinks and clean restrooms. In Mexico, it means that ladies are available, for a price, to entertain men. Aren't you glad you learned the difference by reading about it?

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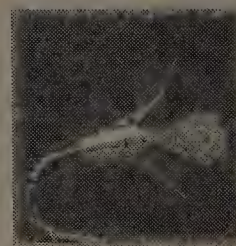
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November 26

Thanksgiving

December

Angela Peralta Theatre (Nutcracker)
Hot Dog party
Sharp Hospital Day
Costa Marinera Restaurant Margarita Party
Christmas Eve Morning
Christmas Day
New Year's Eve

January

New Year's Day
Super Bowl Sunday
Dinghy Races

February

Shrimp Feast
Carnival Week

March

St. Patrick's Day
Easter Sunday
Blessing the Fleet & Pig Roast

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AQUAPRO RIB INFLATABLE, 1997. 8' 6" Aquapro inflatable (hypalon) with aluminum hard bottom. White, excellent condition, light weight (50 lbs), rated for 10 hp motor. All accessories included. \$1,600. (408) 249-1386.

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CLASSIC WOOD PENGUIN SAILING DINGHY, 11.5 ft, 90% complete, kept dry indoors for 30 years! Wood mast, boom, floorboard, oars, rudder, centerboard. Unpainted, beautiful. Includes sail, trailer. \$300 & a few rides when you finish it. Lafayette, CA. (925) 256-1024.

JY 14, 1996, a Johnston Yachts design. Fast & fun, family daysailer, seats 4 people. Sails, hull & rigging like new! \$2,500. Call (209) 463-4530.

JY-9. 9 ft sailing, rowing, motoring dinghy with trailer, oars & boat cover. Unsinkable, low maintenance composite construction, 56 sq ft sail area, 100 lbs weight, self-bailing. Excellent condition. Lively sailing & practical service as yacht tender. \$1,700. (650) 851-7240.

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CATALINA 22, 1994. Fixed keel, pop-top deck, 6 hp Suzuki (90 hrs), pristine condition. \$26,000 invested. Great Bay sailing, excellent singlehanded. Speed, wind, VHF & AP. Roller furling 110% jib, bottom paint 8/97, full wax 6/98. Wood oiled monthly. Porta-Potti, propane porta-stove, anchor, compass, all cushions & more. Original owner to larger boat. A great buy at \$11,500. Paradise Cay Harbor. Please call anytime, (415) 789-9522.

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24-FT YANKEE DOLPHIN, 1968. Cruising/racing sloop. Marine head, woodburning stove, full keel with centerboard, trailerable, sleeps 4, 3 yr old 6 hp Johnson outboard. A real cutie, berthed in Emeryville. \$5,750. Thanks Bert. Call Dan, (510) 540-5951.

COMPAC 16 III, 1990. Daysailer/micro-cruiser with 6 ft cockpit, 18 in draft, sleeps 2, trailer, 4 hp w/ext tank, MJG, pulpit, stern ladder, lights, covered, great shape & ready to go. \$4,500. Call (510) 624-5706 anytime or info at www2.dgsys.com/~jeffries/index.html

MELGES 24, #19, HOLY SHEET. Race ready. Well equipped: 3 sets of sails, digital compass, knotmeter, shroud adjusters, trailer & 3.5 hp Nissan. Owner leaving for school & must sell. \$26,250 obo. Hm: (650) 326-5110 or robert.s.dreyer@intel.com

RANGER 23, 1976, TWISTED. 9 times class champ in great condition. Race/cruise ready w/ outboard. New bottom paint, just waxed. Sausalito berth, plenty of parking. \$4,900 obo. Call Don, (415) 332-0186.

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J/24, 1978 TP, trailer, old outboard, 3 suits sails plus Mylar 150% & 170% genoas, 3 chutes. \$5,000 or any reasonable offer. Motivated seller, time to move on. Call Rob at (209) 943-7294 or email: cmccormick@chw.edu

J/24, with full race sail inventory. '78 boat w/new mast & rigging '96 & sail covers '97. Good bottom paint. Evinrude 15 hp 4-stroke engine included (rarely used - '95). Priced to sell at \$5,200. See in South Beach Marina, slip E90. Please contact (415) 487-1779.

CATALINA 22, 1971. Swing keel with railer. Main, jib, 150%, spinnaker, Porta-Potti, VHF, compass, lifelines, bow & stern pulpits, split backstay, boarding ladder, anchor, bilge pump, recent battery, fenders. Family fleet reduction. \$2,800. Please call (831) 458-4470.

25 TO 28 FEET

J/27, 1985. Trailer, 12 sails, new Banks main, 2 new Sobstad spinnakers, 2 new Sobstad headsails, 150% & 100%. Faired bottom with barrier coat & vc-17. New interior. Sailcomp, Harken hardware. Fresh water boat. \$21,800. Will deliver. (970) 535-9238 dys or (303) 776-5041 nights.

26-FT LUDERS-16 SLOOP. 5' 9" beam, fixed keel, 1,600 lbs lead, draft 4 ft, total displacement 2,950 lbs. Great San Francisco Bay boat, stiff but responds quickly. Hood mainsail. \$3,900. Mark, (415) 383-7154.

CATALINA 27, 1972. Basic, good glass & hull, 1 head & main, Johnson 10. Bay & Delta workhorse. Vallejo Marina G-36. Move forces sale. \$3,500. (714) 953-2295.

PEARSON 28, 1986. Great Bay & coastal boat. New bottom paint & grp. 27 batteries 8/98. Yanmar diesel 500 hrs, dodger, aft head, aft cabin, aft cockpit, wheel steering. 35 lb Delta w/320', 18 lb Danforth w/165', all equip, sails & boat in excellent condition. \$27,500. (530) 265-2070.

COLUMBIA 26, 1970. Beautiful & clean. Main, 2 jibs, VHF, depth, Loran, autopilot, 2 batteries, bottom painted 2/98. Almost new 8 hp Johnson Sailmaster w/alternator. Extra heavy ground tackle, sleeps 4, separate head. Good coastal cruiser. Channel Island Harbor, Oxnard. \$5,500 obo. Please call (707) 678-4107.

26-FT MacGREGOR & TRAILER, 1990. Mature couple lived aboard for 2 winters in Mexico & 1 winter in Bahamas. Very well equipped for cruising & living aboard. Main 3 reefs, jib 1 reef. 30+ gal water. \$9,800. (360) 385-4767.

CATALINA 25, 1982. Fixed keel. Great Bay boat! 9.9 Evinrude electric start, depthfinder, knotmeter, cockpit cushions, enclosed head, VHF radio & stereo. Berthed in Richmond. 2nd owner. \$6,900. Also, 8 ft Livingston dinghy, used twice, \$400. (530) 637-5865.

NEWPORT 27, 1988. 14 hp diesel, 155% furling genoa, full battens main, spinnaker & pole, extra jib, compass, depth, knot, Loran, VHF, 2 anchors. Propane stove, BBQ, cockpit cushions, AC/heat, 2 batteries, head, sleeps 5. \$16,000. Please call (925) 454-1854.

CATALINA 25, 1984. Singlehanded, swing keel model with EZ-Loader trailer. All options with these new items: Force 10 propane stove, Doyle main, Ronstan mainsheet & Garhauer rigid vang. Also includes Honda 4-stroke, marine head, depth, VHF, compass, sail cover. All in beautiful condition at \$10,500. Save thousands each year & enjoy the ultimate in versatility with this biggest of trailerables - no bottom paint, no slip fees, no haul outs. Sail SF Bay or Lake Tahoe! Call B. Paris, (650) 577-2933 or bparis@cbrichardellis.com

SANTANA 27, 1973. Yanmar diesel inboard. Harken roller furling, Harken jiffy reefing, recent mast, rigging, thru-hulls replaced. Bottom paint & survey May '98. \$8,000 obo. Contact Flash, phone: (415) 75-flash (415-753-5274) or flash@docflash.com

CAL 2-27, 1976, SUMMER. Well equipped, maintained. Rebuilt diesel, just hauled, inspected, bottom paint. Spinnaker rigged, ready for one-design racing or family cruising. Upgraded throughout, many extras. \$12,500. (510) 548-8824.

27-FT REINELL SUNYACHT. Spacious liveaboard, pressurized h/c running water, shower, head. Galley with 2 burner alcohol stove. Motor overhauled '96, new paint '96. Lots of upgrades. Must sell, moving. Will teach how to sail. Sacrifice, \$6,000. (650) 355-3356.



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ERICSON 27, 1973. New main & jib. Spinnaker with pole. All lines led aft. Atomic 4 rebuilt '93 with less than 100 hrs. Hauled with new bottom 8/98. Surveyed 9/98. Standard equipment & layout with head, sink, stove. \$9,500. (707) 575-9255.

25-FT FREEDOM, 1982, with staysail & spinnaker, airfoil mast, 8 hp o/b, DS, KM, compass, VHF. LPG stove & BBQ. Bimini & custom boat cover. Tandem axle trailer. Bristol condition. \$12,500 firm. Scottsdale, AZ. Pager, (888) 347-9507.

NEWPORT 27, 1980. Very clean. Club jib, strong Atomic 4, many sails including like new Mylar 135. Speed, depth, new compass, legal head. At Emeryville. Bottom: 4/97. \$8,400 obo. Contact pager: (510) 977-0251 or phone: (707) 746-8669.

NORDIC FOLKBOAT, ZEPHYR, 1997 retrofit with new rigging, floor & step. Small Yanmar diesel plus instruments & radio. Many extras. Beautifully maintained classic. \$7,000. Please call (510) 652-3128.

28-FT HERRESHOFF ROZINANTE canoe yawl, *Wizard of Bristol*. Trophy winner, freshly varnished & painted. Hauled in May. New outboard & sails. Must see & sail. Great condition. Incredible boat. Must sell before Nov, leaving country. \$8,000 firm. Great deal! (415) 868-2940.

CAL 25, 1967. 15 hp Mercury late model, 5 sails, new mainsail, recent bottom, new sail cover, dinghy. Morro Bay. \$3,995 obo. (805) 534-1416.

SANTA CRUZ 27. Comes with 8 bags of sails, 6 hp Evinrude engine & spin gear. Great daysailer. Has some blisters. \$8,500 obo. Please phone (209) 476-0913 or (209) 368-0783.

OLSON 25, HULL #44, BUILT 1984. Lightly used O-25 from So. Cal, currently dry stored in Sausalito. Many upgrades, 7 sails (no spinnaker), lots of electronics, good trailer. Excellent shape, reduced to \$13,000. Rob, (415) 383-8200 ext 109.

NORDIC MOTORSAILER 26' 7", 1974. Double-ended, 40 hp Volvo diesel 700 hrs, 10+ kts. New everything from interior to electric windlass, 2 sets tankbark sails, roller furling, singlehanded Mexico vet, dual steering (stay warm). Motivated seller. Reduced to \$29,500. Talk to me. (949) 487-9679.

CATALINA 25, 1982. Swing keel, trailer, roller furl, spinnaker, 4-stroke inboard, WS, WD, KM, DS, CB, VHF, stereo, pop-top w/enclosure, refig, head w/holding tank, galley. Excellent condition. \$9,950 obo. (530) 581-2741 or (510) 523-7401.

EXPRESS 27, SWEET PEA. Fast boat in an active racing fleet. Complete set of competitive sails, knotmeter, depthsounder, Sailcomp, outboard, trailer. \$17,500. Call Karl, (925) 939-6515 eves or (925) 939-5852 dys.

EXPRESS 27, SALTY HOTEL. Well maintained, near minimum weight, fast, great ocean & doublehanded record, Sailcomp & KVH Quadro2 mounted on mast, adjustable jib track, nearly new #1, #3, Autohelm, VHF, outboard, trailer. ORC class 2 ready. \$19,900. (510) 547-5710.

MacGREGOR 26, 1995. Loaded with equipment, '97 Honda 9.9 engine, enclosed head w/Porta-Potti, pop-top with windowed cover, main & jib w/sail covers, bimini, trailer w/brakes. Exc condition. \$12,500. Please call John, (916) 369-0551 or (916) 324-2897.

CATALINA 27, 1984. 11hp diesel, batt charger, dock power, 2 burner stove, 2 man inflatable, radio, adj backstay, boarding ladder, double lifelines, lifesling, main, 130% genoa, holding tank, Y valve, auto bilge pump, Tillermaster, traditional interior, tiller steering. \$12,000. Please contact (408) 778-0047.

CAL 2-27, 1975. 6' 1" headroom, 6 sails, spinnaker pole, DS, stereo, KM, stove. Since 1995: VHF, dual batteries, 8 hp Nissan, all new lines aft. Hauled 9/98. Berkeley Marina. \$6,500. Please call Mark, (415) 308-0160 or (408) 924-5674 or mvselst@vision.arc.nasa.gov.

NEWPORT 27. Dodger, roller furling, Loran, VHF, holding tank, jib 3 yr, main with LazyMate 2yr, rebuilt Atomic 4, autopilot, anchor, chain & rode, oversize rigging 8/90, new boom, bottom 9/96, non-pressure alcoh, stove, all lines lead aft. Best offer over \$6,000. (510) 865-6648.

CATALINA 25, 1985. Swing keel. '95 Honda 9.9. Fresh water boat. Sails: 150%, 110% & storm jib. All lines run to cockpit. Selftailing winches. Very clean throughout. Autohelm. EZ Loader trailer. \$10,500 obo. Lake Tahoe. (530) 577-2307.

3 BOATS. ERICSON 26, 1970. Good liveaboard, good shape, \$3,300. Santana 22, race rigged with chute, \$2,500. 25 ft LOA woody sloop, good condition. Aloft & sailing pocket cruiser with inboard. Been to Peru, '70's. \$1,800. Please call (510) 653-1724 eves.

MacGREGOR 26, 1990. Water ballast w/centerboard, trailer w/surge brakes, VHF masthead ant, KM, depth, compass, swim ladder, 10 hp Honda, anchor & tackle. Racing spinnaker, Quicklock forestay, no-play tiller, and everything else needed to sail away. \$9,000. (408) 296-1643.

ERICSON 27, 1976. Fabulous condition. Sloop with S.F. berth (South Beach Marina). Everything either new or in perfect condition. Furling jib, great running Atomic 4 engine, swim ladder, sail & wood covers, water system, head, stove, anchor. Teak rails, hatch & tiller beautifully varnished. VHF radio, depthfinder, compass, knotmeter, carpet, cushions, sink, manual bilge, nav lights, folding center table, etc. \$12,000. For further info or appt to see, call (925) 974-9222.

NEWPORT 28. Atomic 4, holding tank, bottom paint '98. Clean. \$6,750. (415) 892-7333.

CAL 2-27, 1976. North sails, diesel engine, knotmeter, fathometer, and more. \$10,500. Please call (415) 383-6208.

COLUMBIA 26, 1972. Excellent Bay boat. New Honda outboard, 2 mains, 2 genoas, enclosed head. \$7,000. Contact Mark at (510) 440-1147.

27-FT PEARSON RENEGADE, 1967. Alber design pocket cruiser. All new cushions, new bottom paint, never any blisters, 2 mains, 3 jibs, spinnaker, 2 poles, Autohelm, new stove. Excellent running Nissan 5 hp longshaft motor. \$5,500 obo. (415) 331-5919.

ERICSON 27, 1974. Dependable coastal cruiser berthed at Pillar Point Harbor. New boom, compass sail cover, interior cushions, butane stove. 6 sails, double lifelines, good running Atomic 4, depth, VHF, stereo, shorepower, refig, sink & more. Clean boat. \$9,900. (650) 728-5945.

MacGREGOR 26, 1994. Water ballast, trailer, knot, depth, compass, VHF, autopilot, inverter, 25 gal water, 27 gal fuel, cruising spinnaker w/sock, roller furling genoa, single line reefing, all lines led aft, 9.9 Yamaha. 8 times Mexico vet. \$12,000. (530) 743-5108.

26-FT THUNDERBIRD. Fiberglass over wood, sleeps 4, new cushions, needs mainsail repair, some varnish & woodwork. Berth in Vallejo. \$1,500 firm. (707) 643-8027.

COLUMBIA 26 with great SF Marina berth. Good condition. 1994 haulout, faired, epoxy sealed, painted. Enclosed head. Sink with hot running water. Cute, comfortable interior. Canvas tent, screened privacy rails. Cozy houseboat. \$7,500 obo. (510) 526-5986.

OCEAN & TRAILER CRUISE, San Juans or Baja Mexico South. Haida 26, bluewater cruiser, spacious & stiff, well built fiberglass Ray Richards design. Refit includes rudder, diesel, sails, rigging, interior, winches, traveler, etc. Dickenson stove, Lotrans windlass. Trailer avail. \$10,500. (415) 331-7576.

28-FT WYLIE HAWK FARM SLOOP. Finely built yacht in good condition. Suitable for Bay & coastal sailing. Well rigged & ready to sail, fast, stiff & strong. Ask a yachting professional, Hawkfarm. \$4,800. Paul, (510) 530-5052.

CAL 2-25, 1979. Are you tired of looking for a roomy, easily handled, good performance 25 ft boat & finding only tired, run-down, knocked around vessels? Then take a look at this "better than new" boat. Just completed a 3 yr interior & exterior refurbish. Sure, she has a 6 hp outboard for a motor but, among many other items (too many to list here), she does have a gel-coat removed blister job, 2 part LPU, complete electrical rewiring, new furler & new running rigging. When you see her you will realize she is worth far more than the firm \$12,000 I'm asking. For more info, or to receive a detailed upgrade list, call Brian Cleverly, (916) 489-5431 anytime or email: anzam01@ibm.net.

EXPRESS 27, CHIMERA. The last Alsberg Express 27 built. 3DL main, UK jibs, plenty of practice sails, brand new Signet knot/depthmeters & spinnaker pole, 2 bulkhead compasses, trailer, motor, all high tech lines, new winches. Much more. Ready to race & win! All for just \$19,500. Jeff at (650) 596-6266 or Brett at (415) 296-1400.

CAL 2-27, 1975. Diesel with new CDI roller furling, full batten main, dinghy, legal head, full race gear, factory shorepower, dual batteries, CDI prop plus rare permanent mooring at Monterey's Fisherman's Wharf. A safe & sturdy boat by a famous builder with the room of a 30 footer. Own your own mooring & nice boat for weekends in the postcard setting of Cannery Row! Showers at marina, plus great restaurants, aquarium & the whole Monterey Peninsula. \$14,500. Please call (831) 659-8877, Frank.

OLSON 25. Two sets of sails (including full Pineapple race suit), recent rig tune, rudder fairing & new running rigging. Compasses, B & G, GPS. Clean. Brickyard Cove berth. Fast is fun. \$13,800. (415) 459-4411.

25-FT IRWIN. Fiberglass, mainsail, 3 jibs, new spinnaker, teak interior, VHF, enclosed head, nice galley. Good liveaboard for one. \$2,500. Distress sale. Like new 8 hp Johnson outboard. Jerry, (415) 332-1001.

ISLANDER 28, 1981. Immaculate, must see, Yanmar diesel. Great Bay boat. 6 sails including spinnaker, 7 winches, rigged for all conditions, lines led aft, beautiful teak interior with upgraded upholstery, too many extras to list. Hauled 10/97. \$19,500. (510) 521-6243.

CHEOY LEE OFFSHORE 27, Samantha. Featured April '97 *Latitude*. FG hull, teak decks/cabin, Yanmar 2GM20F diesel, roller reefing, lots of beautiful custom work done. Great pocket cruiser project. \$5,000. Tim, (408) 406-7372 or email: titwin@earthlink.net for info package/photos.

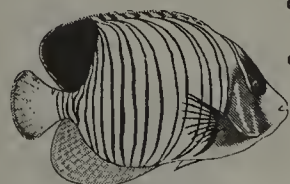
CORONADO 25, BARGAIN. Fixed keel, standing headroom, singlehanded sailing, charger/shorepower AC/DC converting system, stereo, ship-to-shore radio, depthfinder, Porta-Potti, stainless steel sink, convert alcohol/electric stove. Stainless BBQ, Bowman chair & more. Moving, must sell. \$1,350 obo. (530) 758-1552.

29 TO 31 FEET

OLSON 30, 1979. Ballenger double spreader, 3 mains, 2 #1s, 4 chutes, staysail & more. 2 motors, dinghy, Sailcomp, GPS, VHF, Harken genoa leads & selftacking traveler, cover, 2 axle trailer w/new wheels & tires. Dry sailed, very clean. \$17,500. (805) 581-9220.

30-FT HUNTER, 1993. Excellent Bay boat, like new condition. Roller furling jib, fractional rigged, all lines led aft, inboard diesel Yanmar just serviced. VHF, stereo, new Bottomsider cockpit cushions, h/c pressure water, battery charger, alcohol stove with oven, shorepower, 2 anchors, new bottom paint. This one's ready to go. Fast, fun. Bay cruised. \$54,000. Blue book \$59,000. Please call (408) 871-1808.

30-FT LOD BERMUDA KETCH, 1962 Far East Yachts. Herreshoff design. Teak on mahogany. Yanmar diesel, Autohelm, full boat cover, bronze fittings, more. New sails, sail covers, cushions, electrical, VHF radio, head. Looks & sails great! \$20,000. Call (831) 457-8938.



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RANGER 29, 1974. Coastal cruiser/racer, made for the Bay. Diesel i/b, full suit of sails, teak interior, new rigging & bottom paint '98. KM, DM, VHF, GPS, windspeed/direction, autopilot, radar, SS propane stove/broiler, diesel heater, Bruce, more. \$13,000. Berkeley berth. (541) 488-7690.

CAL 3-30, EDELWEISS II, 1974. One owner, very good condition. Full race gear for SF Bay or Delta, including club jib, 3 spinnakers, 3 genoas, 2 staysails, PHRF rating 156. Atomic 4 engine. \$19,500. Slip H-11 at Stockton Sailing Club. Please contact Pete Boyce at: (209) 239-4014 days, (209) 823-1611 eves or boyce@inreach.com

AKIDO 30 FIBERGLASS spin-off of Eric Tabarly's *Pen Duick V* (San Francisco to Tokyo record holder for 25 yrs). Full sails, Yanmar, VHF, GPS, upgraded electrical, Autohelm instruments, 6 winches, ground tackle. Asking \$16,000. Please contact Patrick at (510) 865-2518 or call Mike at (510) 653-8815.

FREEDOM 30 SLOOP, 1987. Outstanding quality "go anywhere" sailboat. Fast & easy to sail with freestanding carbon fiber mast, new electronics, battery system, refrig, dodger, autopilot, etc. All systems upgraded & very well maintained. \$60,000. Owner, (714) 432-6505.

GULF 29 PILOTHOUSE, 1985/86. Perhaps the best Gulf 29 Pilothouse in existence. Major upgrades in '96/'97. Too much equipment, goodies & features to list here, so call for a comprehensive vessel description & spec sheet with photos. Serious inquiries only please. Don't buy a new boat until you see what you will get in this Bristol condition Gulf 29. Ask for Mike, leave address, phone and/or fax number at (707) 746-8746.

30-FT FLYER BY PEARSON, 1982, similar to J/30. Great Bay boat, weekender, club racer. Fractional rigged, 2 mains, 3 jibs, spinnaker, VHF, depth, knot, new Navico autopilot, inboard Yanmar diesel, epoxy bottom, CG safety gear. Ready to go sailing. \$14,000. (707) 938-1181.

WILLARD 30, pilothouse motorsailer, fiberglass, 1974. Mexican veteran, Perkins 50, 2 helms, emergency tiller. Autopilot, GPS, 2 depthfinders, 2 compasses, fishfinder, Muir windlass, teak interior & trim, documented. See photo on page 241 of August *Latitude*. \$39,500. In Alameda. Please call (510) 658-7685.

ERICSON 29, 1971. Very clean, Atomic 4, roller furling, spinnaker, 150%, 110%, 75% jib, CD, VHF, propane grill, shorepower. Very roomy. Too much to list, have detail list of equipment & history. \$11,000 obo. Please call (510) 886-5759.

ERICSON 30, 1968. Bay cruiser. Fiberglass hull. New mainsail & jib. Sleeps 6, separate head, stove & oven. 2 cylinder gas engine, needs minor work to run. Great liveaboard boat! \$5,000 obo. Alisa, (415) 406-0541 leave msg.

30-FT DUFOUR, ARPEGE. Ribbon mahogany interior with teak & holly sole, sleeps 6, Yanmar, RF jib, vang, Harken mainsheet traveler, dual compasses, DS, speed, CQR, battery charger, shorepower, VHF, stereo. Quality construction. \$14,000 obo. Steve, (707) 996-9672.

COLUMBIA 8.7, 1977. Solid 29 ft Bay cruiser. Under 200 hrs on 2 cylinder Yanmar diesel. 90%, 120% & spinnaker. Good speed, great room & comfort. Ready to race, cruise or call home for \$16,000. (510) 795-6800.

CAL 29. Well maintained, sleeps 6, VHF, wheel, dodger, autopilot, depthsounder. \$11,000. Berthed in Benicia. (707) 745-1276.

CATALINA 30, 1983. Original owner. Equipped for cruising, many upgrades. Radar, electric windlass, Autohelm, furling jib, dodger w/bimini, wheel steering, 4 batteries, diesel, GPS, pressure water, new upgraded rigging, inflatable plus more. \$22,000. (415) 883-3111.

OLSON 911SE, 1990. Fast, beautiful & comfortable 30 ft racer/cruiser. Well cared for. Diesel, tiller, new bottom & keel faired 3/97. Full galley, enclosed head, dodger, 4 jibs, 1 main, 1 spinnaker. Navico instruments, Sailcomp, Micrologic Loran. \$39,500. Please call (925) 746-0270 work or (510) 526-3565 hm.

ISLANDER 30 MKII, 1972. Cockpit cushions, swim ladders, main, genoa, jibs, 2 spinnakers, Atomic 4, VHF, 5 winches, mainsheet traveler, boom vang, new carpet, alcohol stove. \$8,500. (415) 391-0774 or (650) 869-5852.

CATALINA 30, 1978. Excellent condition. North sails: main, 150%, 110% & 90% on club foot. Signet instruments, cnc stove, Yanmar diesel, wheel steering, Barent winches, refrig, battery charger. An older boat that has had lots of TLC. \$19,500. (415) 454-1712.

OLSON 29, 1987. 18 bags, dry sailed, trailer, outboard, Signet Smartpak, carbon rudder. Winners: 3x dbl Faralons, Santa Cruz-Santa Barbara, 2x Coastal Cup, 2x Ano, Santa Cruz Offshore, Oakland-Catalina, 2x Windjammers. 3rd Pac Cup, 5th Olson 30 ODCA. \$20,000 obo. (510) 623-4811 or email: dan_nitake@credence.com.

MUMM 30 SPARKY (OLD RUSH), 1996. Exciting fast boat looking for qualified owner. Successful race record. Trailer, 9hp Yanmar diesel, Saildrive, 4 spinnakers, main, 3 jibs, carbon stick & pole, Okam instrument package with mast readouts. Dry stored since new. \$92,000. (925) 682-6610.

ISLANDER 30 MKII, 1974. One owner, clean. Main, 120%, 150% & club jib. Wheel, VHF, AM/FM, depth, knotmeter, alcohol stove w/oven, pressure water, Martec prop, Palmer gas (runs well), Halon system, 2 anchors & all required safety equipment. \$14,000. (510) 814-1048.

YANKEE 30. Roller furling, spinnaker, 6 sails total, dodger, triple axle 20,000 lb cap trailer. Will deliver. \$21,900. Call (503) 201-2654 for spec & pictures.

**Remember...
Classy deadline
is a-l-w-a-y-s
the 18th.**



CATALINA 30, 1977. Turn-key condition. Interior & exterior in great shape. Well equipped electronics & many extras. Great for liveaboard & weekend Bay trips. Very roomy interior. Includes Zodiac dinghy. \$16,000. (510) 521-6374 home or (510) 337-8874 wk or email: joegReco@dnai.com.

CATALINA 30, 1978. Price reduced: \$19,500. Tall rig, Harken II jib furler, 3 sails new in '97, new interior. Clean over a Autohelm 4000+. Great low-time Atomic 4 gas, VHF, stereo, Loran, more. (925) 937-7141.

CAL 29, 1973 LOST IN TIME! 400 hours since new! 2nd owner, new roller furler, autopilot, extra sails, recent survey. In it's original mooring. Excellent slip, Ballena Isle Marina, B dock. \$14,500 obo. (209) 543-0258 or (925) 975-7849 pgr.

GULF 29 PILOTHOUSE. Beautiful Bay/Delta boat, Universal diesel 23 hp, bottom painted last year, roller furling jib, full bimini, wheel, full canvas, 2 anchors. Nice set-up. First \$26,000 takes her. Call Pip at (888) 973-7879 in Alameda.

OLSON 30, 1979. Very good condition. New or almost new: bottom, Honda 4-stroke outboard, winches, hatches, running rigging & extras. Fast & fun boat. \$14,000 obo. Family forces to sell. Wrk (650) 634-4513 or hm (408) 996-9728.

CAL 2-29, 1974. Yanmar 2 cyl diesel, wheel, CNG stove, depth gauge, stainless steel fuel tank 20 gal, water tank 40 gal, 3 anchors. Hauled & bottom paint 10/97. \$12,900. Ph: (510) 526-7030 or email: ROBLEWIS@AOL.COM

RAWSON 30. Final offer, first \$10,000 takes this great cruising boat. Structurally sound. Take it to Mexico this year. Has a newer Yanmar 27 hp diesel & other good stuff. Quick sale, as is. Call (916) 489-9898.

ERICSON 29, 1973. New Harken roller furling. Lots of sails. Large cockpit, tiller steering, excellent Atomic 4 engine, primary & secondary winches, cockpit cushions, too much other gear to list. Must sell by 10/10/98. Market value \$13,900. Sell for \$8,900. (415) 331-5155.

OLSON 29. Inboard. Excellent condition. New trailer. 3 sets sails: 1 Dacron, 2 Kevlar. 2 chutes, speedometer, wind dir, speed, VHF, compass, Autohelm. \$24,500. Call (702) 833-4222.

ISLANDER 30, 1969. 8' 8" beam, heavy glass, 8 hp Evinrude in well. Ice box, head, sink, 3 burner/oven. 4 winches, roller furl, 2 battery system, radio, depthfinder, knotmeter. Repainted & varnished. Sleeps 5. Good condition. \$5,300. Call (415) 468-2748.

NEWPORT 30 II, 1982. One owner, very good condition. Universal 16 hp diesel, main, 120%, 150%, spinnaker, compass, VHF, AM/FM, knotmeter, Heathkit digital depthsounder. \$28,500. Contact (925) 837-2153.

ISLANDER 29, 1966. Winner of 3 Jazz Cups. Full sail inventory including 3/4 oz spinnaker & 6 other sails. Completely rebuilt engine with new accessories. New depthsounder & knotmeter. Epoxy bottom job. \$14,500 obo. Call (415) 826-1751 or (530) 292-9337.

CAL 30. Westerbeke inboard. Very solid, all fiberglass. Fresh epoxy primer, mid-60's model, need minor work. Only \$5,995 or partial trade for vintage. (415) 258-5709, lv msg.

32 TO 35 FEET

ALBERG 35, 1965. 9 sails including storm trisail w/mast track. Diesel, propane oven, Paloma hot water, windlass, 150 ft chain, 35 CQR, refrig, hardtop dodger, selftail winches, covers for all wood. Two 10 yr owners put a lot of care into this boat. \$36,000. (360) 385-0825 WA.

33-FT STEEL, 1988. Rugged offshore cutter. Mexico, Hawaii, Marquesas & Alaska vet. Sails good condition, 30 hp Perkins diesel w/low hrs. Beamy, two chine heavy displacement full keel. Insulated interior. USCG documented. \$29,950. (503) 234-6791.

32-FT ENDEAVOUR SLOOP. Excellent liveaboard. Great hull design, very nimble, 3/4 cutaway keel, 20 hp Yanmar diesel, low hrs. Recent bottom job. Sleeps 6, head, holding tank, hot water, refer, stove. Moved, must sell. \$28,000 obo. (415) 243-2886.

FREEDOM 33, 1981. Unique boat, outstanding condition, originally commissioned for singlehanded Bermuda race. Cat ketch, carbon fiber masts, fixed keel, completely equipped for liveaboard, liferaft, Autohelm, Yanmar, etc. \$59,000 obo. Call for more info, (253) 627-8830.

SANTANA 35, 1979. Excellent condition. Equipped for ocean racing & cruising. Rod rigging, new bottom & fairing '98, SSB, VHF, GPS, Signet instruments, autopilot, 17 sails, canvas, mechanical vang, adjustable genoa cars, many upgrades, immaculate interior. \$30,500. Please call (310) 989-2007 or see <http://www.isi.edu/~rogelio/joyride>

NORWEST 33, 1977. Full keel fiberglass cruiser/liveaboard. Proven offshore bluewater vet. Hull #1, extremely well built with diesel power. Extensive sail inventory. This boat is exceptional. Would consider trade for larger boat. \$32,900. Please call (415) 509-8878.

MARINER 35 KETCH. William Garden design built in 1964 by Far East Yachts, Japan. Mahogany on oak, copper riveted & bronze fastened hull. Full keel, iron ballast, full rudder w/Edson worm gear wheel steering. Perkins 4-107 diesel. Varnished mahogany taft & cap rails & mahogany housesides, teak cockpit. Varnished mahogany interior. Beautiful, classic lines, documented. Located in Emeryville. \$24,500 obo. (530) 753-1228 or debrals@pacbell.net

COLUMBIA 34, 1972. Take-you-anywhere cruiser. Fully equipped spacious liveaboard, \$22,000 or unequipped, \$12,000. On hand in Mexico. Will trade for trailerable powerboat. Please call (805) 376-9040.

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32-FT COLUMBIASABRE, 1965. Very fast. Great Bay boat. Must sell. Asking \$4,000. Call Mike, (650) 692-0823.

RAFIKI 35, 1978, CHINA DOLL. Volvo diesel rebuilt '98. New Harken furler, self-tailing winches & traveler. Dodger, bimini, sail covers, radar, new '96. Adler Barbour, new '94. Many other recent upgrades. Solid teak interior. \$62,000/offers. Call for more info, (510) 223-4829.

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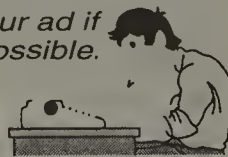
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36 TO 39 FEET

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40 TO 50 FEET

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50-FT HUDSON FORCE 50, 1982. Center cockpit venetian ketch, 120 hp Ford Lehman diesel, electric windlass, hydraulic steering, autopilot, generator, 3-way refrigeration, teak interior & decks, 2 heads, tub & shower, radar, GPS Chartmate, washer & much more. \$225,000. Call (619) 593-0526.

47-FT BLUEWATER VAGABOND, 1983. One of the finest. Beautifully designed hard dodger (removable side curtains for full enclosure). Gorgeous layout below with fireplace, all teak, great galley, full nav equipment including weather fax, radar, GPS, 60 gal watermaker, Onan. New refer (extra plates). Topside equipment, new cruising main, large sail inventory, new sail covers, new cockpit cushions, large boomvang & brake. New 25 hp outboard on 13 ft Achilles. Davits with electric winches. Don Allen boarding stairs. Recent survey with new thru hulls. 100 hp Perkins low hours. \$182,000. (310) 456-7783.

42-FT GOLDEN WAVE SLOOP, 1981. Cheoy Lee's Perry designed "drop-dead-sexy" flagship. Primo teak decks, classic teak interior, solid SS rod rigging, autopilot, GPS, inflatable & 6 sails, just to name a few. \$110,000. (619) 297-8729 for extensive inventory.

ILLNESS FORCES SALE. Garden Porpoise Corten steel 50 ft long-range passagemaker. Finest quality hull, ketch rig, massive steering, open floor plan below, diesel engine, dinghy. Lots of charm. This vessel must be sold ASAP. Downtown Sausalito slip. \$64,000 obo. (415) 331-6201.

DOWNEASTER 41, 1981. Two staterooms, 65 hp diesel, 300 gal fuel, radar, roller furling, power windlass, VHF, Loran, cold plate frig, propane stove & oven, pressurized water. Must sell! \$56,500. Call (530) 477-8677. Will consider trades: newer RV, classic car?

MARINER 40 WOOD KETCH, 1967. Mahogany over oak. 85 hp Perkins, very good sails, 2 roller headsails, Sta-lok terminals. Newly painted hull & varnished exterior. Beautiful sailing & liveaboard, very classy. Good upholstery, propane stove/oven, cold plate refrig & separate freezer, lots of storage, 6' 6" headroom throughout. Needs work, mostly cosmetic. \$20,000 obo. (619) 522-6741 or Romany98@aol.com

46-FT ALDEN KETCH. Cold molded replica of Pearson Countess. Fiberglass deck. Aluminum masts. Bags of new sails. Huge frig, tons of room. Needs work inside & out. \$35,000 obo. Please call (510) 535-2134.

CATALINA 42, 1996. Spacious 3 double stateroom, new design. B & G instruments, Schaeffer roller furling, full battened main with single line internal reefing system & Dutchman, electric windlass with all chain rode, GPS, CD, radar, microwave, electric frig, h/c shower in cockpit, etc. Below market at \$124,000. (805) 962-2826 or email: anchor@sbsailctr.com

BIG BOAT, SMALL PRICE! 50 ft LOA, 47 ft LOD center cockpit ketch. Ferrocement hull, very nicely turned out. Great liveaboard/cruiser with 85 hp Perkins, hydraulic steering, heavy duty windvane, 10 bags sails. 300 gal water, 200 fuel. \$32,000. (707) 762-1080.

50-FT COLUMBIA. Professionally built hull & deck, 50 hp Westerbeke diesel engine, fuel tanks, prop, shaft & misc. Fiberglass & wood bulkheads. Needs bulkheads, cabintop & cockpit installed. \$15,000 obo. (831) 688-1580.

CT 48, CUTTER RIG SLOOP. Bluewater cruiser/liveaboard. Documented. Illness forces sale. Large aft queen stateroom with bath & separate shower. V-berth with connecting bath. Beautiful salon, large table, sofa & pilot berth. Open galley, microwave, propane stove. Gorgeous teak throughout. Retrofit '97. New diesel engine, rigging, roller furling, new sails (with extras). New electronics: Autohelm Interphase. Autopilot, 32 mile radar, etc. New canvas & upholstery. 300 gal water, 300 gal fuel. Cold plate refrig/freezer. Excellent condition. Must sell. \$134,950. (619) 420-5838.

GULFSTAR 50 KETCH. This is a well maintained, beautiful boat with very low hrs use. The boat has a good inventory of equipment including a 7.5 Genset. This is one of the nicest Gulfstar 50s available. Priced to sell at \$139,500. Please call (925) 906-0399.

41-FT LOD COLD MOLDED, custom built, modified Robert's Offshore 38. Carbon fiber masts, 36 hp diesel, 45 gal fuel, 100 gal water, good sail inventory, 11 ft hard sailing dinghy, designed to cruise. Must sell, reduced price, \$29,500 obo. (310) 548-9252 leave message.

48-FT AMEL MARAMU, 1986. If you are familiar with, and looking for, an Amel this may be the boat for you. We are currently cruising the Caribbean & will end our 3 yr dream next spring. Boat extensively equipped including patented Amel furling system, autopilot, GPS, radar, SSB, VHF, TV/VCR/CD player, freezer & everything else you would ever need, right down to the china & silverware. We can deliver the boat to the Virgins or Florida about June '99. We will return home for the month of December & can be reached by phone at that time. Please call only if you know something about the Amels & are really interested. \$195,000. (408) 929-2928.

51 FEET & OVER

ALUMINUM CRUISING KETCH by Charles Wittholz, 1982, U.S.A. Excellent condition. For serious cruising. 55' LOA, 47' 6" LOD, 5' 6" draft. Exceptionally handsome, strong, comfortable. Ready to go anywhere. \$280,000. Builder: phone (407) 723-1349, fax (407) 956-1345. Owner (after Nov 1st, '98): phone/fax (407) 254-8066.

TAYANA 55 CUTTER, commissioned 1987. Popular 4 cabin layout. Efficient & spacious. Sleeps 10. Loaded & ready for world cruising. Rigged for singlehanded. \$290,000. Will consider trades but, please, no equities. Ph: (520) 760-2809. Fax: (520) 760-2856.

FIJI YACHT CHARTER. 50-ft LOD sailing yacht with approved charter business in Fiji. Yacht is fully imported, can even sail through the Lau Group. Sail, dive, fish & surf. Great place, great boat, great life. \$120,000. (530) 475-0323. Check out: www.angelfire.com/ca2/rubaiyyat.

FORMOSA 51 KETCH, 1981. Black fiberglass hull, teak decks & trim, Sitka spruce spars ('91), stainless steel crow's nest. Roller furling main (boomless) & staysail. Benmar autopilot, 80hp Ford Lehman diesel rebuilt Jan '98, Dickinson diesel heater. 4 burner propane stove w/oven, Paloma propane waterheater, cold-plate freezer/frig, 160 gal fuel, 220 gal water. 3 staterooms, 2 heads. Set up to singlehand. Great liveaboard, great cruiser, great character. \$139,000. Pls call (650) 326-1430 or email: captted@pacbell.net

TAYANA 52, 1985. Beautiful performance cruiser, heavy built. Large aft cockpit, teak interior, 3 staterooms. Extensive upgrades & refits. New: autopilot, GPS, Kevlar main, Profurl, Lazy Jacks, refer, central diesel boiler heat, dodger/bimini, more. Fully outfitted. \$245,000. (541) 388-8223 or davis@coinet.com

HUNTER 54, 1982. New paint, topsides & bottom. New Furler roller furling. Selftacking jib. Hydraulic backstay. Dodger, liferaft, dinghy garage with 10 ft dinghy. '93 Universal diesel. New items: VHF, 6 volt batteries, 2 heads, upholstery. \$119,000. (619) 487-5359.

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FORMOSA 51 KETCH. Extensive refit '97/'98. In exceptional condition. Center cockpit, 3 staterooms, gorgeous teak interior. Teak decks redone, new Imron paint, new electronics, SSB, weatherfax, computer, watermaker, dive compressor, etc. Loaded & ready to go anywhere. Call (619) 420-3822.

ENGLISH KETCH, 66-FT ON DECK, 17 ft beam. Aluminum masts, copper sheathed bottom, 3 staterooms, galley, salon, engine room. Beautiful cruising boat being restored. Too many extras to mention. \$60,000 or offer. Please call (415) 331-2312.

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34-FT SUNSET CLASS SAILBOAT, 1937. Mahogany over oak, bronze fastened, close planked hull, excellent lines, 5 sails, Atomic 4, needs work. Great potential, absolutely must sell. \$2,995 offers. Serious only, (510) 351-5404.

30-FT DUNNIGAN, WESTERLY, 1939. Master Mariners winner. Mahogany on oak, teak decks (covered). New main, thru-hulls, recent refit of electrical system. Atomic 4, 2 batteries, head, V-berth, icebox, table, stove, standing headroom! New bottom. Poor health forces sale. \$12,000 obo. (415) 472-7653.

42-FT STEPHENS TRI CABIN, 1951. Two staterooms, shower, galley, salon, generator, twin 318's with velvet drives & reductions. Mahogany on oak. Needs work. \$20,000. Mike, (925) 210-3031.

8 METER #2, HUSSY, 1928 Burgess design, Abeking & Rasmussen built, in process of being rebuilt. Much equipment included or not, depending on sale. Must sell. Creative proposals/offers sought to save this classic vessel. (310) 548-9252 leave message.

32-FT KNOCKABOUT SLOOP, FLIRT. She is a fast, fun Bay sailer. Master Mariners member. Built by Ralph Flowers in 1914. Must sell quickly because I have purchased a cruising boat. \$5,000 firm. Call Kay, (415) 305-5591.

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REYNOLDS 21, hotrod, 20+ knots, a very fast cat. Wider than stock, fathead Randy Smyth boomless main, giant spinnaker, spinnaker pole, 5 sails in all. Brand new Nacra rotating mast, selftacking jib performance foils, daggerboards & rudders, 2 hp Honda 4-stroke, solar panel, Autohelm plug-ins for GPS, VHF, Delta & Danforth anchors, custom folding system, trailer, compass. Possible to sleep in hulls, great beach camper. \$9,900. Rocket, (209) 795-2723.

CROWTHER 38 TRIMARAN. Professionally built, sleeps 5, furling main & jib, 8 sails, solar & more. Hawaii & Mexico veteran, always cruise ready, now in Baja. Will deliver. \$30,000. Specifications, full inventory sheet & photo available. Please call (303) 935-7859 or (011) 526-573-0063.

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NEW SEAWINGS 36 TRI. Coldmolded cedar, ultimate 2-4 person racer/cruiser. Close to launching. \$48,500. Custom 48.5 tri. Beautiful, livable, lovingly cared for by family, fully outfitted. Ready to go. \$85,000. Lost lease, must sell both boats. (650) 324-9126.

REYNOLDS 21 CATAMARAN. Excellent condition. Trailer, 5 hp w/low hrs, hull graphics, 2 helm/person seats, speeds up to 20 knots. 4 narrow bunks, bottom paint, flotation, anchor, 3 sails. In the water in Southern Marin. \$8,250 obo. (415) 383-8730.

SEAWIND 24' X 16', with epoxy hard deck & cabin, Porta-Potti, 12 volt frig, battery, charger, full batten main, w/jibs, sleeps up to 6, 9.9 Nissan, mahogany tables. Over 20 knots. \$18,000. Please call (415) 507-5268 days. Email pictures: allen.bruns@autodesk.com

SEARUNNER 32 CATAMARAN. Brown/Marples design, constant camber construction, all epoxy. Open bridgedeck. Launched March '97, rotating mast, full batten main, roller jib, 9.9 hp outboard, VHF, dinghy. Clean & simple. Need a 100 sf cockpit? \$32,000. (619) 291-0641.

F-25C TRIMARAN. Professionally built, carbon fiber mast, North 3 DL sails, 9.9 hp electric start Johnson, Awlgrip paint. In water only 4 times, back injury forces sale. \$85,000 obo. Please call (530) 899-1835. Chico, CA.

38-FT CATAMARAN. Fast, cruise ready. Double SS-sinks, gas stove, frig, 2 heads, sleeps 6-8. All sails, 2 elec start outboards, more! Richmond. \$78,000. Herb, (707) 664-1065.

30-FT CATALAC CATAMARAN. Coastal vet. Glass, restored, sleeps 7, enclosed head. Huge cockpit. Safe, solid, stable, spacious, simple. New rig, paint, interior, hard top, etc. Cruise ready, 3 solar, Autohelm 4000, GPS, 9.9 four stroke o/b. '97 survey, turn-key. "Catalacs...each rugged & with great carrying capacity, exceptional layout & good handling...many have crossed the Atlantic." *Cruising World*, 1997. \$48,000. (415) 332-8080.

42-FT CROSS TRIMARAN. Sleeps 8, just returned from cruising Baja. New decks, shower, pressure water, solar panel, sail inventory, Autohelm & more. \$100,000 obo. (805) 479-5603 or (805) 646-9908.

37-FT BROWN SEARUNNER TRIMARAN. Diesel, new main, Paratech, refrig, GPS, fathometer, VHF stereo, great ground tackle, lots of gear. Coastal vet. Not a fixer-upper. Serious cash buyer. \$42,500. Box Holder, P.O. Box 121915, Chula Vista, CA 91912.

37-FT SEARUNNER. Well built. Oversized rigging in perfect condition. All Barients. Sparcraft tapered mast. 7 sails, including spinnaker. Rebuilt Atomic 4. Propane stove, Fatty Knees, beautiful interior. Nice boat, sailed only 1,000 miles. Cosmetics & haulout needed. \$24,000. Call Donald, (650) 359-5742 or dichroic@aol.com

HOBIE 18 MAGNUM, wings, trailer, very good sails, just refurbished. Great shape, lots of spare parts. \$1,950 obo. (707) 255-7494.

CORSAIR F-31R, 1996. '96 Season Champ, '98 Doublehanded Farallons, '98 cruised Mexico. Carbon spar, 3DL sails, trailer. Absolutely loaded - electronics, sails, head/galley, watermaker - all excellent shape. Own one of the fastest, most fun boats in SF Bay. \$99,500. (415) 721-7245.

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37-FT TRAWLER. Twin diesels, 600 hrs, 1979, fiberglass, teak, flybridge, complete galley, 2 staterooms, updated interior, tub/shower, covered side decks. Great liveaboard. Owner financing. \$79,500. \$25,000 down. (415) 893-0526.

33-FT LUHRS. Sedan cruiser, flybridge, 13 ft beam, heavy glass hull, sleeps 4, spacious cabin loaded with teak. Twin FWC 318 Chryslers fully rebuilt (\$15,000 in receipts) only 25 hrs ago. Very fast, seaworthy. Extras. Cruise, fish, liveaboard. Sausalito. \$22,500. (415) 332-2962.

42-FT KAYOT HOUSEBOAT. Great liveaboard or office. Immaculate interior w/new carpeting inside & new outdoor carpeting on decks. Full galley w/microwave, frig, double stainless sink, propane oven & stove. Comfortable head & shower. Large covered deck forward, with small deck aft. Walk-in closet & bedroom. Built in '73. Now in San Rafael. 85 hp non-working Johnson outboard. \$28,000. Greg, (415) 435-6456.

35-FT HUNTER CABIN CRUISER. Recent bottom job & recaulking, new head & holding tank, new paint, remodeled galley, twin Chrysler 318s need motor work. Excellent liveaboard. \$8,750 obo. (650) 364-6885.

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37-FT O'DAY. Center cockpit. Gennaker. Large bed & 2nd head in aft cabin. Berthed Emery Cove. Will check-out those with minimum experience. Accepting equity or non-equity partners at \$500/mo. Please call Joe toll free at (888) 554-1000 or (916) 965-1000, 24 hrs.

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SOUTH PACIFIC & BEYOND. 61 ft custom C & C ketch, departing May '99 to begin 5 year circumnavigation. Taylored partnerships available. Call (415) 435-4408.

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CATALINA 27, 1981. One-half interest. Top condition. Wheel, compass, head, holding tank, A4 (overhauled), depthsounder, stove, BBQ, lines led aft, nice interior, new rigging, just hauled & painted. 3 jibs. Great Sausalito location. \$5,000 obo. Call Nelson at (415) 924-2678.

1/2 PARTNER WANTED for 1989 J/35. Excellent condition. Full cruise interior. Club racing & family fun. \$15,000 plus \$350/mo. Please call John at (925) 829-8391. Emery Cove Berth.

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YOUR CHOICE OF 4 EXCELLENT, improved building lots in Shelter Cove. Magnificent golf course & ocean views. Up to 1/2 acre. Valued at \$25,000 - \$70,000. Will trade one or more for your equity in 30 ft or larger cruising sailboat. Please call (530) 795-3579.

AWARD WINNING ARTIST wants to trade high quality photorealist paintings for 20-26 ft sailboat. Bay sailor novice. Call Sergio, (415) 346-4503.

TRADE FOR SMALL CAR Aquarius 21 swing keel with trailer. Equipped for mini-cruising. Two sets of sails, one never used, including storm jib & double reef main, 4 hp outboard, head, propane stove & sink. (530) 235-4331.

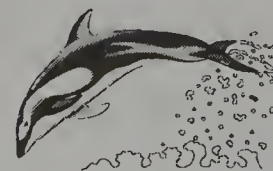
37-FT CUSTOM GARDEN KETCH. Mahogany, oak, bronze fastened. Built Japan 1963. 4-107 Perkins. Mexico vet, well equipped & maintained. SF Bay, Marin. For sale or trade for country property, real estate, equity or? Please phone (209) 728-3807 leave msg.

SWAP 1985 PLYMOUTH MINI-VAN for sailboat. Rebuilt Napa engine, over \$5,000 invested, AT, AC. Very clean, completely renovated. Need boat with head, fiberglass hull, fixed or full keel. I prefer a 22 ft Catalina with trailer or similar boat. Light fixer OK. (707) 459-5015.

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REFRIGERATION. Technautics engine drive unit. Compressor, 2 holding plates, dryer. Less hoses, tubing, thermostat. Removed from new Celestial 50, Fairwind. \$400. Located Sunnyvale. Pat McKenna, (408) 245-1700.

2 X 51 HP YANMAR DIESEL ENGINES. Model 4JH2E. 3,300 hrs. One in very good condition, \$5,000. One in good condition, \$3,500. Please contact Caren at (650) 851-8488. Engines can be seen at Golden State Diesel. (510) 465-1093.

SCHAEFFER 1100 FURLER. New July '97, complete with leadback hardware. Off Dufour 31, max hoist 38' 11", 1/4" headstay included. \$900. Titan Whale manual bilge pump, surface mount. \$40. (831) 475-6222.

ARIES WINDVANE GEAR. American Standard thread, some spare parts, works great (just completed recent coastal passage). Aries is still on our 34 ft boat residing in Alameda. \$800 obo. Call (916) 422-8975.

UNIVERSAL DIESEL, 1985. M18 (18hp) with 2:1 reduction gear. Less cylinder head (cracked). Good for all other parts. Injectors newly rebuilt. \$500 obo. (650) 591-5901.

TRANSFORMER 110-220 VAC, \$85. Rayjeff transformer 110 VAC, 12VDC, \$75. Generator, gas, 12VDC, 500 watts, \$125. Sextant, Davis MK3, \$15. Oars, wood, 6ft, \$15. Oars, Al, 6ft, \$15. Fenders, misc, \$15. Cabin fireplace, Newport, \$110. Power cord, 30 amp, 50 ft, \$10. EPIRB, \$100. Inflatable, 2 man, \$20. Hand compass, Davis, \$15. Strobe, ACR, \$15. RDF Benmar 555, \$95. Seaswing gimb burner, kero, \$95. Taffrail log, Navy type, \$100. Phone: (510) 769-8350.

TWO SPINNAKER POLES. 16 ft by 14 inches circumference. \$295 each. Call (925) 934-5498.

TRAILER, 45-FT, 5 AXLE, electric brakes, easily modified to become a multihull hauler, \$3,000. Two inflatable Seveylor kayaks, used once, cost \$150 ea from Defender, sell \$75 ea. Astra 11B sextant, never used, nice wood case, \$200. Blair, (707) 553-1660.

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54-FT MAST OFF 42-FT HUNTER. Aluminum mast with no rigging. Make offer. (800) 646-0292.
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4 HP SUZUKI OUTBOARD with tank, runs great. \$400. Dahan folding bicycle 20", \$95. Dri-Diver, \$20. Ph: (408) 266-8301.

VOLVO 2003 DIESEL W/TRANS. 3 cyl 28 hp. Needs oil pump rebuild. \$2,000. 50 lb Danforth, \$150. Wilcox Cr. head, \$50. Standard VHF, \$75. (510) 236-0420.

ACHILLES 8' 6" DINGHY, \$390. Nissan 4 hp engine, only 10 hrs use, \$450. Livingston 8 ft dinghy, fiberglass, \$390. Bruce 22 anchor, \$80. Charcoal Magna BBQ, \$25. CQR 35 lb anchor, \$190. Guest man overboard strobe, like new, \$35. Spinnaker, Ranger 23, \$200. (415) 332-5206.

VACU-FLUSH SYSTEM. Includes: full size head, vacuum collector with switch & vacuum pump. Like new condition. \$600. Jerry, (510) 865-9934.

UNIVERSAL M-30, 24 hp diesel engine with Hurth 100 transmission. Fresh water cooled, 68 cubic inches, 800 hrs TTSN, fresh overhaul. Warranty. \$3,500. (415) 331-9822.

NEWMAR AUTOMATIC BATTERY charger, #AEC-1230. New Jabsco pump, #11860-0001. New Jabsco 4000 heavy duty bilge pump, #30260. Jabsco Porta-Quick oil changer, #17800-1000. (4) Type 1, model AK-1, buoyant vests, Jim Buoy horseshoe, model 820 Zeagle SCUBA BC, large. (831) 685-2820.

LEWMAR 44. 3 speed, chrome, non-selftailing winches. Like new. \$850/pair. Adler-Barbour large vertical cold machine complete refrigeration system, excellent condition. \$350. (510) 337-1557 or (510) 414-8137.

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2 BARIENT 28 SS 7-1/2" base winches. 3 Harken 5-1/2" big boat blocks (from *Windward Passage*). 1 Paul Luke 2 burner propane galley stove. 1 10 cu ft SS lined Force 10 top loader refer. All equip is new. 50% off. (415) 332-5461, AM.

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CITY OF MONTEREY. Sealed bids to be opened & sold to highest bidder at harbor office at 1400 hours, October 23, 1998. Mail bids to: Harbormaster, c/o City Hall, Monterey, CA 93940.

Call for viewing info: (831) 646-3950. 26-ft navy liberty boat, with 4 cyl Perkins diesel, reliable. 10 ft Zodiac inflatable, near new. Two 90 hp Ocean Pro Evinrude motors, approx 1,800 hrs, need work. 8 hp Johnson motor, longshaft. All sold as is, no warranties. Sealed bids must include contact phone numbers. Bids must be paid in full with cash or cashier's check within 24 hrs of bid opening. City reserves right to reject all bids.

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SAIL WITH ORCAS, SOAR WITH AN EAGLE. NW author & avid sailor, DWF, young 54, Ph.D., green eyed, smart, attractive, enjoys dancing, skiing, the outdoors, ISO 50-something, tall, single male who is a competent sailor, successful, contented & seriously ISO a devoted LTR. Pacific NW cruising summers, tropics in winter. Photo/bio to: C. MacLeod, EWSF, 684 Spring St. #174, Friday Harbor, WA. 98250-8058.

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LOVELY, SINGLE, WHITE FEMALE would like to meet captain, N/S, 50-something for weekend (Bay Area) & vacation sailing, friendship & possible long term relationship. You are educated, financially secure, have sense of humor, integrity, honest & a gentleman. I am 50, 5'5", 118 lbs, educated, attractive, fit, financially secure, love to sail & share interests on land too! Let's trade a note & photo: PO Box 93, Orinda, CA 94563.

CREW WANTED. Crew person with some navigation & sailing skills. Depart La Paz Oct-Nov for Costa Rica, possibly much further. Slow & easy. Must pick-up personal expenses. Call: Hugo at (801) 272-7600. After Sept 15 please fax Hugo at (011) 52-112-55900.

MEET, DATE, TALK, AND SAIL, with long term relationship the goal. Patient, licensed, white male captain with ocean sailboat & many interests additional to sailing. Young 54, very intelligent, handsome & humorous. Berkeley graduate. Seeking bright, attractive, fit, financially secure woman, 35-50, free of emotional ties to past loves, a strong interest in boats & sailing, and a willingness to share life with an artistic (writing) & unconventional (not eccentric) man. Correspond with photograph: P.O. Box 150134, San Rafael, CA 94915-0134.

SINGLE, WHITE GUY, 47, FIT, slim, active, young at heart. Airline pilot. Looking for single woman 35-45, daysailing SF Bay, some coastal sailing. Long term future goal - sail Channel Islands, Mexico for season. Seaworthy, fun, 53 ft sloop. Kim, (650) 589-8830.

SLENDER, FEARLESS BLONDE, 41, 5'5", 125#, petite & pretty, athletic, w/PHD, experienced diver wants to circumnavigate/do tropics. Please be tall, not afraid of intimacy or psychology & want LTR. NS, no heavy drinkers. Send good pic (no sunglasses) to: P.O. 472157, San Francisco, CA 94147 or call (415) 898-1227. Open to suggestions. Want to go next summer?

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BAJA HA-HA V. SWM, 55+, congenial professional seeks spot with fun crew (5+), good boat (36+). Racing, cruising, offshore/experienced. Did HA-HA III & IV. Please call Bob for resume, photo, etc. Mill Valley. (415) 381-3147.



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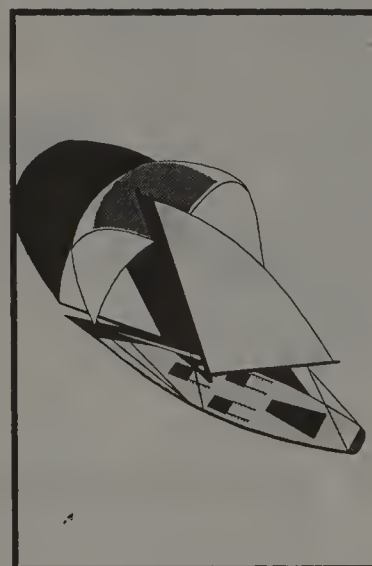
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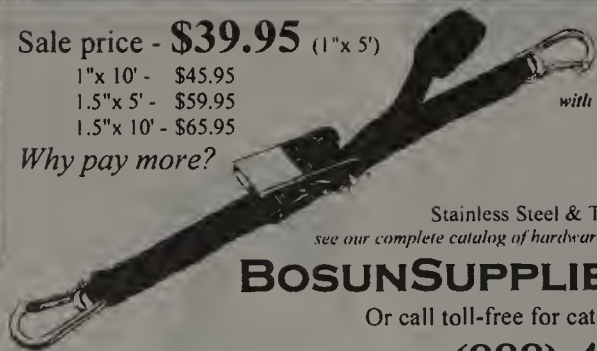
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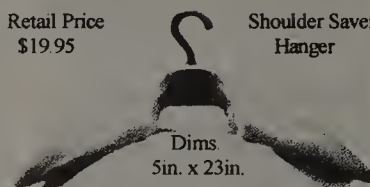
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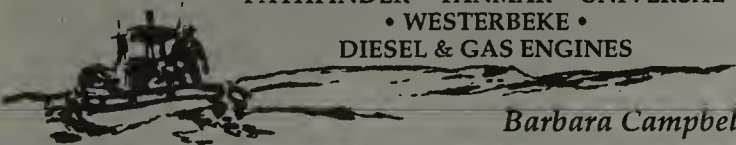
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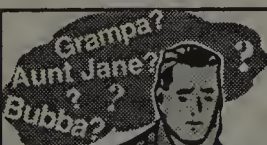
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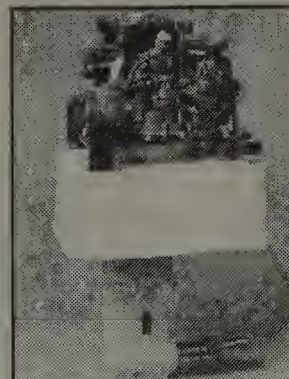


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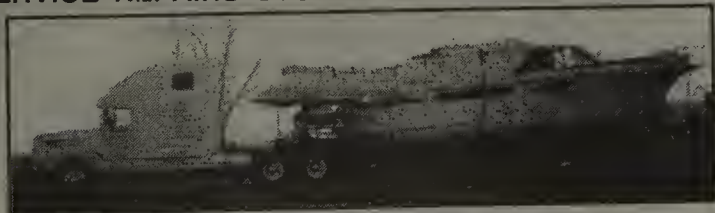
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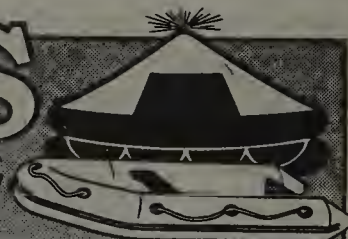


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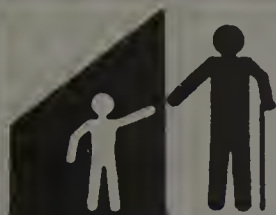
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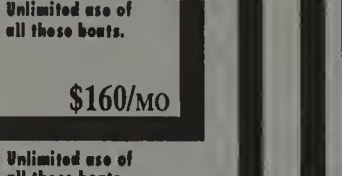
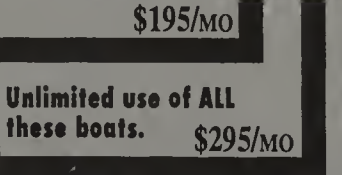
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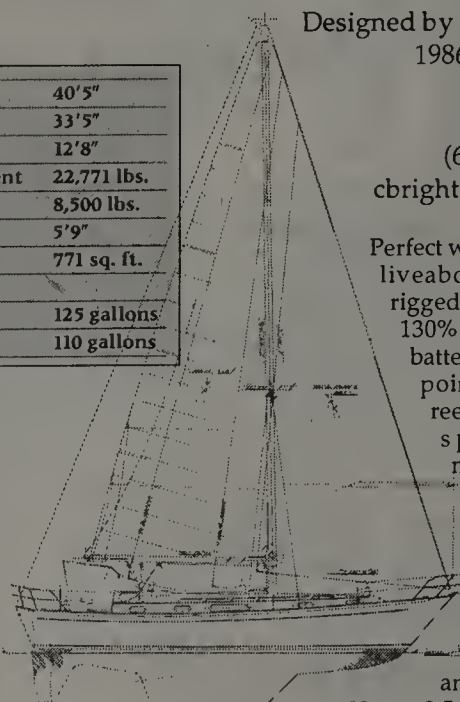
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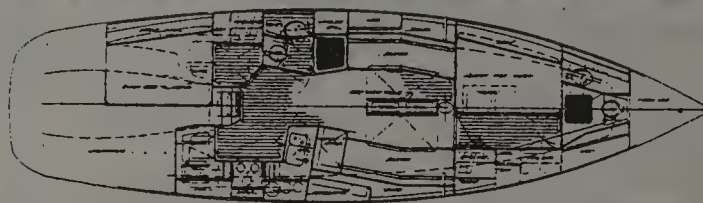
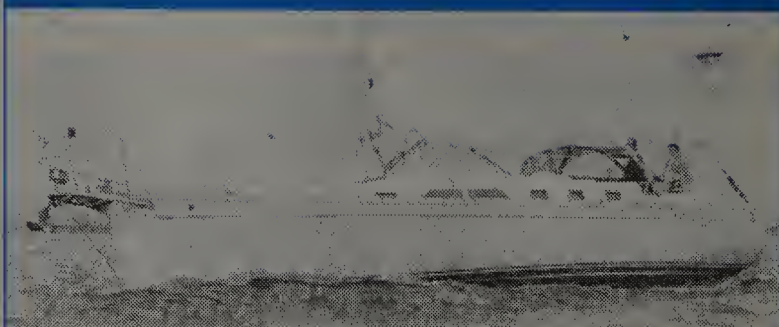
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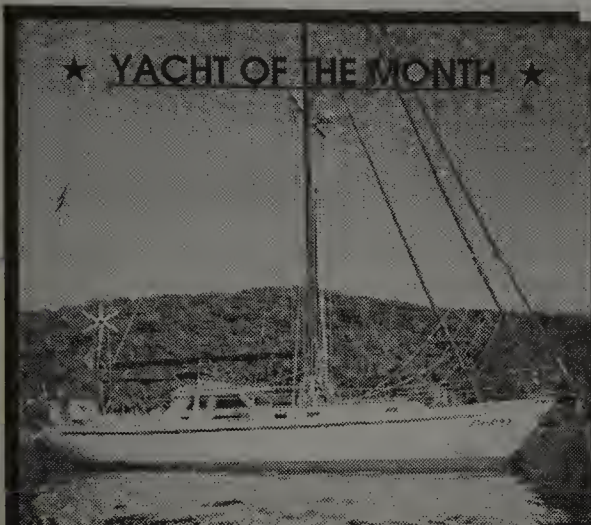
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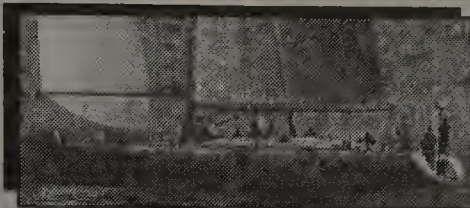
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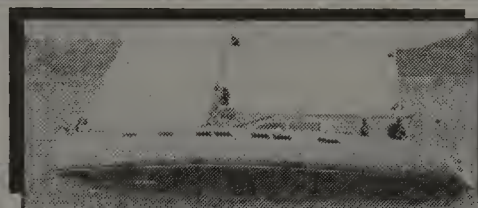
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50' CAULKINS, '61, center cockpit	\$59,000
39' LANDFALL, '77	\$59,900
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36' PELLE PETERSON	\$40,000
35' RAFIKI, '77	\$48,000
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32' BENETEAU, '84	\$38,450
32' ISLANDER, '77	\$29,950
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28' ISLANDER, '77	\$18,900
27' SEA SPRITE, '81	\$23,000
27' CATALINA, '79	\$12,500
26' BALBOA, '72	\$9,950
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22' CAPE DORY, '85	\$12,000
20' FLICKA, '82	\$22,500



39' LANDFALL



36' PELLE PETERSON



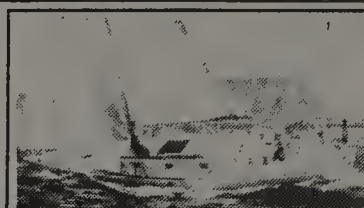
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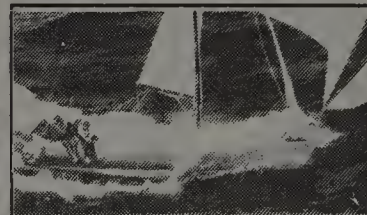
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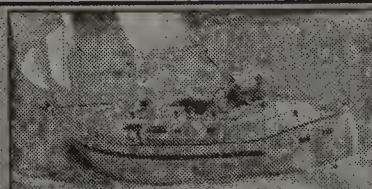
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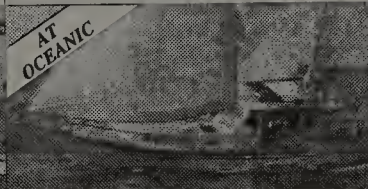
TASWELL 43, 1996
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47' GULFSTAR SAILMASTER
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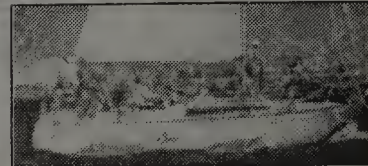
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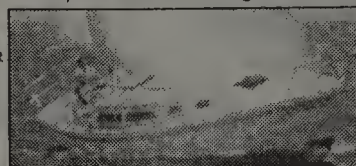
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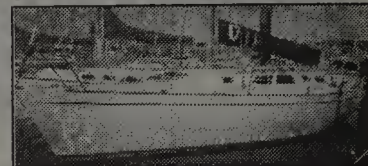
43' Hans Christian Christina, '86. 3 S/Rs. Mercedes dsl, full electronics, R/F, professionally maintained. Asking \$195,000.



47' Kaufman, '85. 3 S/Rs. roller furling, dsl, full trionics, loads of sails, spinnaker gear, beautiful interior. Asking \$189,000.



30' Catalina, '81. New In '97. H/C water, AB refrigeration, dodger. Great family boat. Offers.



34' Olson, '88. New North main, split drum roller furling, H/C pressure water, Yanmar diesel. Asking \$48,000.



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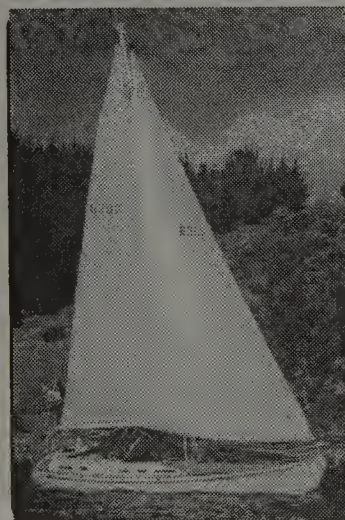
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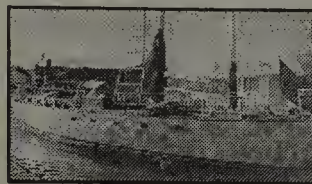
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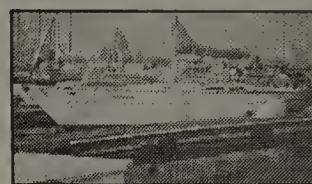
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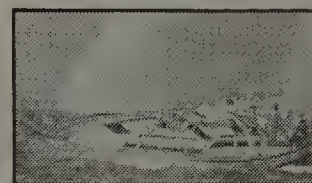
50' CALKINS TransPac vet, center cockpit w/full enclosure, exc. accommodations, major refit '97-'98, well equipped including windvane. Asking \$45,000.



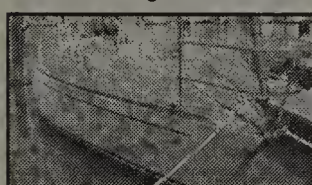
45' GARY MULL CUSTOM 1981 NZ built, performance cruiser, new sails, teak interior w/queen aft cabin, motivated seller. Asking \$127,000/offers.



40' CLASSIC KETCH Monk designed, built in Seattle by Blanchard. Well maintained, diesel aux, autopilot, furling jib. At our docks. Asking \$27,000/offers.



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63' CHEOY LEE MS. Built in 1983, this ketch has twin Cat 3208s, 2 gens, air cond., updated galley, encl. PH, 4 S/Rs, workshop & spacious salon. Also available: '85 Cheoy Lee 63.



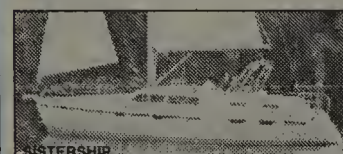
53' SWAN. Built in 1991 this popular Frers designed yacht is one of the last built and shows light use. Impressive inventory including current electronics and generator.



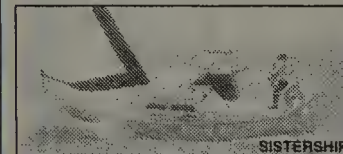
40' ISLANDER. Built in 1978, fast on all points of sail. You can race or cruise. This one owner boat has an extensive sail inventory and has been continually upgraded.



41' HANS CHRISTIAN. Built in 1984, she has just returned from a 5 yr. Pacific cruise. Fully equipped with all cruising amenities and many recent upgrades.



42' HUNTER. Built in 1993 this Hunter 42 has a spacious interior with open main salon and 2 separate S/Rs both w/centerline queen berths. Fully cruise equipped.



36' CATALINA. 2 available. Built in 1983, great Day Sailer! Spacious interior, sleeps 6, Autohelm, solar powered. Full canvas, enclosed cockpit. A lot of boat for the money.



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58' ALDEN. Built in 1975 this Boothbay yawl has always been kept in yacht condition. Recent upgrades include sails and electronics. A true bluewater world class yacht.



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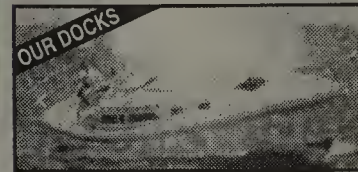
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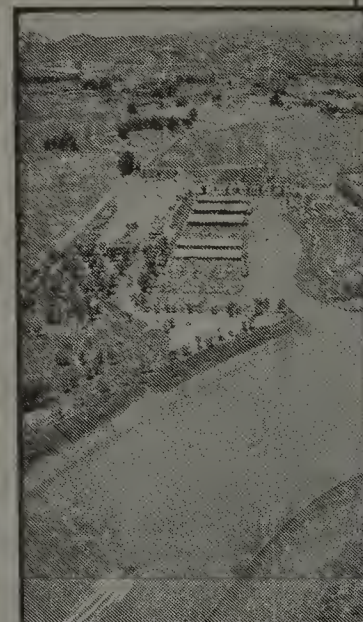
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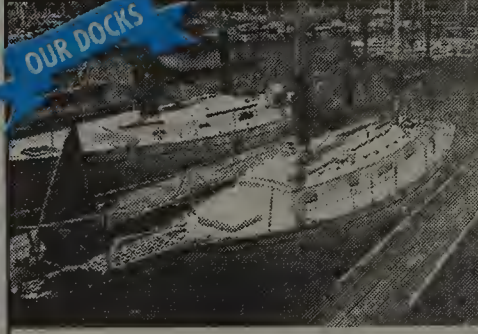


32' CELESTIAL, 1990

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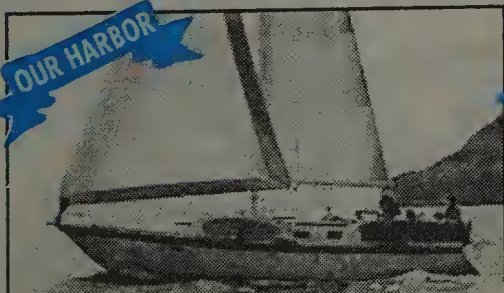


32' FUJI, 1977

Solid offshore full keel vessel. 40hp Pisces diesel with less than 170 hours. Teak furniture-like interior. Worm gear steering. Have fun in Mexico!

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36' LANCER, 1981. Well-found boat for liveaboard or cruising. Yanmar diesel, wheel steering, pressure water, new propane stove/oven, Norcold refrigerator/freezer, roller furler jib, little used spinnaker, new dodger. All lines led aft for easy sailing. Beautiful interior joinery, interesting and functional layout. Includes 8' Avan w/4hp Tahatsu outboard. Boat is ready to go, relocation forces sale. \$29,500.

OUR DOCKS



42' TAYANA CUTTER, 1984. Center cockpit cruise-ready example of a beautiful Tayana, known for their well-designed sea going quality. 50hp Perkins diesel, dodger, full sails, includes dinghy and outboard, stainless steel davits, nice electronics, including Furuna radar. Two staterooms, full galley, with holding plate refer. \$129,000.

32' DREADNAUGHT CUTTER, '82. Solid, well-built canoe-sterned cutter with prime Sausalito Yacht Harbor slip. Full sail inventory, dodger and self-tailing winches. Interior beautifully done in yellow cedar and white formica. Kerosene heater, pressure water. 37hp Westerbeke diesel with easy access. 8.5 ft. sailing/rowing dinghy. \$43,500.

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35' HINCKLEY, '69. A timeless design — this Bristol 2-owner boat was maintained by Hinckley for her first 23 years. Roller furler, new sails & dodger, new Harken ST winches, new Max Prop folding prop. Full electronics, including new GPS/chartplotter. Westerbeke 35hp dsl w/low hrs. F/G hull, full keel w/cutaway forefoot — sails like a dream! \$50,000+ in upgrades. \$99,900.

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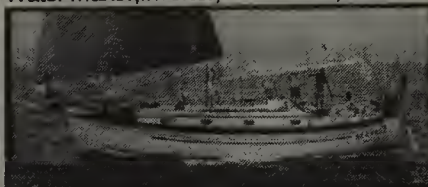
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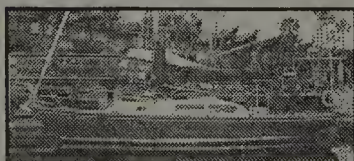
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One of four built. Hood furling main, jib & staysail. Hard dodger, inside steering, new LP on hull. Excellent performance cruiser. \$165,000.

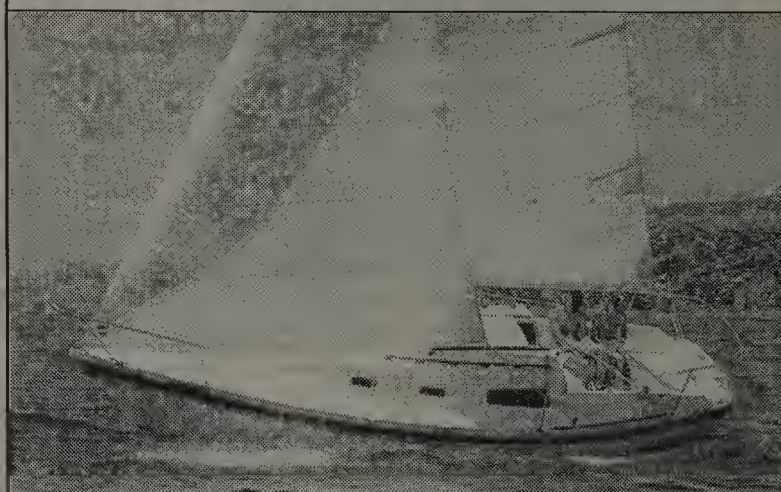


37' HUNTER, '85. Cutter rig, 710 sq. ft. of sail, roller furl, club foot staysail, s/t winches. Teak & holly sole, large private aft master S/R, head w/separate shower, vanity. Roomy salon, nav station. Light use, well maintained. \$54,900.



30' LANCER '85. Spacious V-settee forward, aft double berth. Wheel steering, furling. Great condition, great price. \$18,500.

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31' CAL. Classic Cal. Well maintained, sensible boat. Diesel, new batteries. Easy entry to sailing a Cal. **\$22,500.**

SAIL

24' SAN JUAN	\$3,500
27' CATALINA, '77	10,600
29' ERICSON, '67	15,000
29' BUCCANEER 2955, '80	9,500
30' S2, '78	Call
33' PEARSON 10M sloop, '74	33,000

POWER

16' EVENRUDE, '67	Call
23' SEA RAY, '88	13,000
26' BAHA, '89	22,000
27' BAYLINER	13,400
27' BAYLINER, '87	9,000
30' SEA RAY	20,000
32' LUHRS FBSD, '79	33,000
36' STEPHENS, '29	20,000

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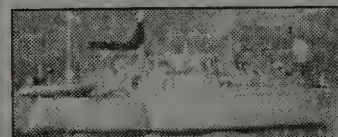


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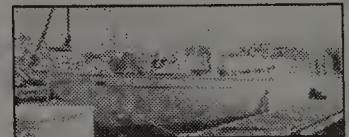
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52' Custom Trimaran, '80. \$245,000. Offering accommodations and equipment sought by ardent cruising-multihull aficionados.



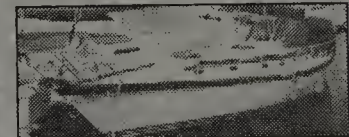
50' Columbia, '72. \$112,000. Fine Bill Tripp design with roller furling main and headsail. Ideal for short-handed sailing.

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50' Custom Cutter, '92, steel construction	229,000
48' Mapleleaf, '80, Huntingford design	198,000
48' Cheoy Lee, '81, custom transom scoop	169,000
47' Fitzmaurice Trimaran, '88, four cabins	135,000
46' Kelly Peterson, '84, bluewater cutter	199,000
44' St. Frances Cat, '96, Pacific veteran	450,000
43' Hans Christian, '87, cruise ready	237,500
42' Hylas, '88, successful circumnavigator	164,000
39' C&C XL, '90, racer/performance cruiser	139,000



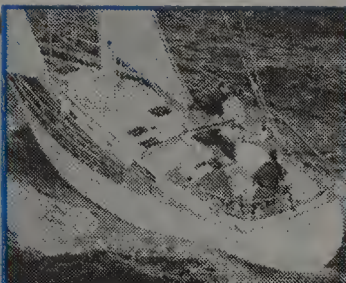
36' Farr 1104, '77. \$39,500. Built by Glass Yachts, N.Z. With a rating of 105, she makes a great PHRF racer and performance cruiser.



35' Endeavour, '85. \$65,000. All new exterior canvas covers professionally maintained brightwork on this seaworthy cruiser.

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42' GOLDEN WAVE, '81. Performance bluewater yacht. Perry design built by Cheny Lee. By far the nicest on the market. Furling main, Perkins 4-108, Hydraulic backstay, AP, radar, max prop, dinghy & O/B. Reduced to \$137,000.

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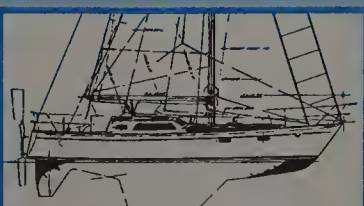
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39' CAL, '81. Ready for Baja Ho-Ho. Diesel w/940 hrs., Yamaha generator, windlass, ST winches, beautiful teak interior, fast cruising. **\$69,500.** sistership



45' EXPLORER, '79. Center cockpit w/large aft cabin. Very comfortable liveboard/cruiser. Cutter ketch. A lot of boat for \$90,000.



39' WESTSAIL, '81. Perry design. Fantastic interior. Great bluewater cruiser and liveboard. Asking \$115,000.



TWO HUNTER 37s, 1979 and 1982. Great boats for cruising and liveboard. Great prices...\$38,000 and \$42,500.



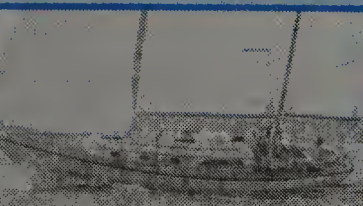
48' CT SLOOP/CUTTER, '78. Retrofit '97, no teak decks, brand new motor, roller furling, new sail. **\$156,900.**



38' C&C, '85. Original owner, hydraulic backstay and vang, rad rigging, really nice shape. Trade for some size trawler. **\$84,500.**



33' TARGA 101, '81. Beautiful center cockpit boat. Swedish built. Volvo diesel w/low hours. Great sail inventory. **\$46,500.**



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- 36' CL LUDERS YAWL, '76 (sistership pictured) ... \$34,500
- 35' CL PERRY DESIGN SLOOP, '80 \$59,500
- 35' CL ROBB WOODIE, '63, #10, one owner ... \$49,500
- 31' CL OFFSHORE, Volvo diesel, '69 \$23,000

SELECTED CRUISING YACHTS									
SAIL									
60' OCEAN	'81	\$375,000	36' CATALINA	'83	\$55,000	28' HERESHOFF	'66	\$9,000	
51' ALEUTIAN	'80	\$195,000	36' COLUMBIA	'70	\$30,900	27' MORGAN	'71	\$13,777	
51' PASSPORT	'84	\$275,000	36' S2 11 METER	'85	\$62,000	26' HAIDA	'69	\$11,950	
50' FORCE	'73	\$129,000	36' PEARSON	'78	\$44,000	25' PACIFIC SEACRAFT	'78	\$24,500	
48' CT	'78	\$156,900	36' CASCADE	'71	\$12,800	25' CATALINA	'80	\$9,500	
46' SEA STAR	'82	\$149,900	35' ERICSON	'84	\$47,000	POWER			
45' EXPLORER	'79	\$90,000	35' ERICSON	'70	\$28,800	60' BURGER	'58	\$252,000	
45' COLUMBIA	'72	\$59,950	35' ALBERG	'65	\$28,500	52' DITMAR	'75	\$110,000	
45' MULL	'81	\$127,000	35' CHEOY LEE	'80	\$59,500	49' HYUNDAI	'88	\$210,000	
44' NAUTIC SAINTONGE	'78	\$114,500	35' SANTANA	'79	\$39,500	45' HAWTHORNE	'71	\$129,500	
44' HARDIN	'77	\$119,000	35' BENETEAU 35s5	'90	Inquire	42' KHA SHING FB	'84	\$149,000	
43' YOUNGSUN	'79	\$129,000	35' HUNTER LEGEND	'87	\$59,900	42' HATTERAS	'80	\$134,000	
43' STEEL PH	'88	\$85,000	35' CHALLENGER	'74	\$38,000	42' MATTHEWS	'56	\$65,000	
42' GOLDEN WAVE	'81	\$137,000	35' NIAGARA	'81	\$67,000	42' CHRIS CRAFT	'69	\$49,900	
42' GARDEN	'67	\$75,000	35' ROBB	'63	\$49,500	40' MONK	'48	\$23,000	
41' MORGAN	'73	\$61,500	35' HUNTER LEGEND	'87	\$59,900	40' OWENS		\$45,000	
41' ISLANDER FREEPORT	'78	\$99,000	35' CHALLENGER	'74	\$38,000	38' CHRIS CRAFT	'76	\$50,000	
41' SCEPTRE	'86	\$198,000	34' ERICSON	WA '89	\$62,000	38' CHRIS CRAFT	'76	Inquire	
40' GREBE	'38	\$39,000	34' C&C	'80	\$41,000	38' MATTHEWS	'25	\$24,900	
40' SLOOP WOODIE	'90	\$100,000	34' SAN JUAN	'82	\$45,000	36' CROWN CUSTOM	'80	\$48,500	
39' CAL	'81	\$69,500	33' HUNTER	'80	\$30,000	36' BAYLINER AVANTI	'89	\$58,900	
39' WESTSAIL	'81	\$115,000	33' TARGA 101	'81	\$46,500	34' BAYLINER AVANTI	'88	\$58,000	
38' ERICSON	'81	\$89,000	33' TARTAN TEN	'79	\$19,500	34' SEA RAY	'85	\$52,000	
38' CAMPER NICHOLSON	ki	\$49,500	33' PETERSON	'70	\$35,000	33' CARVER	'76	\$42,000	
38' C&C	'85	\$84,500	32' MARINER	'70	\$24,000	33' SEA RAY	'97	\$149,900	
38' JEANNEAU	'78	\$37,000	32' WESTSAIL	'75	\$45,000	33' LUHRS	'72	\$26,000	
38' TAHITI	'76	\$22,500	32' WESTSAIL	'74	\$43,995	32' CRUISALONG	'59	\$21,000	
37' TAYANA	'88	\$110,000	32' SLOOP WOODIE	'58	\$20,000	30' TOLLYCRAFT	'72	\$26,000	
37' ESPRIT	'78	\$84,000	31' CHEOY LEE SLOOP	'69	\$26,900	29' WELLCRAFT	'85	\$31,900	
37' ENDEAVOUR	'79	\$49,500	30' BRISTOL	'73	\$17,500	28' WELLCRAFT Express	'85	\$31,900	
37+ C&C	'90	\$145,000	30' HUNTER	'93	\$60,000	28' FIBREFORM	'79	\$14,000	
37' HUNTER	'82	\$42,500	30' Wm. ATKINS	'79	\$12,900	28' BAYLINER	'84	\$26,500	
37' HUNTER LEGEND	'88	Inquire	29.5' HUNTER, loaded	'96	\$64,000	24' SEA RAY	'86	\$13,500	
37' HUNTER	'79	\$38,000	29' CAL	'70	\$10,000	24' BAYLINER	'88	\$11,500	
37' EXCELL CUTTER	'76	\$36,000	29' CAL	'71	\$13,900	22' BAYLINER	'93	\$15,000	
36' ISLANDER	'78	\$37,900	29' CAL 9.2	'83	\$24,500	19' FOUR WINNS	'95	\$15,000	
36' CHEOY LEE YAWL	'76	\$4,500	29' RANGER, nice	'72	\$19,900	19' BOSTON WHALER	'89	\$17,850	



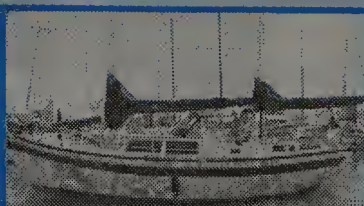
36' ISLANDER, '78. Racer/cruiser. Refinished brightwork, Hood main, roller furling headsail, 130/120/90 sail, dodger, refer. **\$36,900.**



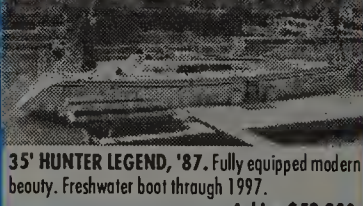
37' ENDEAVOUR, '79. Perkins 4-108, liferaft, dodger, windvane, solar panels, SSB, Hom, CB, autopilot, radar, +++. Reduced to 49,500.



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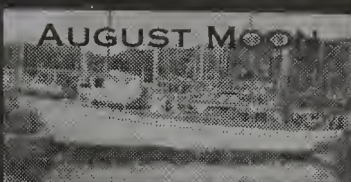
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SAIL
62' MTRSAIL, Gordener, dsl .. 225,000
56' HERESHOFF Marco Polo schooner: .. 500,000

exquisite! .. 500,000
53' CHAS. MOWER YWL, classical beauty in exc. cond. 60' LOA .. 42,000
50' CALKINS slp, center cockpit \$9,000
40' PH CUSTOM CTR, dsl, '91 100,000
38' CHAHHEL CUTTER slp, dsl .. 22,500
37' TAYAMA ctr, dsl, loaded .. 110,000
37' FLYING DUTCHMAN IOR slp, dsl, performance cruiser .. 45,000
36' CHEOY LEE ROBB slp, dsl .. 49,500
36' OHLSOH, I/B, Master Moriner .. 18,500/for winner .. 18,500/for
35' S&S CAHOE STERH slp, dsl .. 39,500
35' MARIHER, dsl, new sails .. 28,000
34' ANGELMAH kitch, dsl, strong 24,950
34' RHODES WHOWARD .. Ask 12,000
33' CHEOY LEE Clipper kitch, dsl 33,000
33' TRAOEWIHOS M/S, teak, dsl .. 11,500
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32' O'DAY kitch, dsl, ctr cockpit 27,500
32' ROYAL Cruiser, I/B, classic .. 8,500
32' ATKINS SCHOONER, dsl Only 7,000
31' COLUMBIA, swing keel, I/B 5,900
31' CHEOY LEE, Luders, dsl, slp 48,000
30' CHEOY LEE 8md kitch, all teak .. 9,500

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30' Wm. GARDEH dbl. endr, dsl 10,500
30' CSTM RAWSON PH ctr, best 59,000
30' ISL. 8AHAMA, I/g, I/B .. 17,500
30' BIRD slp, rebuilt classic race 8,500
30' SEABIRD Yawl .. 7,500
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65' WHEELER MY, '31 .. 95,000/for
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38' CHRIS CRAFT SF, twins .. Try 9,000
36' STEPHENS sdn, '39, restored .. 30,000
36' GRAHO BAHKS Class, all new .. 63,000
34' STRIKER, steel, twin w/commercial crab/salmon license .. Ask 60,000
33' CRUISERS Inc., tw, lk new 48,500
33' OOHZI Z-33, tw 454s, ++ 64,500
32' LUHRS FB, new twin 318s .. 26,000
32' LUHRS MARLBORO, tuna tower, twin dsls, fb, radar, more .. 32,000
32' STEPHENS, '47, sed. cruise 15,000
31' RICHAROSOH, super shop! .. 5,000
30' STEPHENS, '37 classic, nice 18,500

30' TOLLYCRAFT FB, twins, fg .. 23,500
30' CHRIS CAVALIER, exc cond 12,750
29' WATER TAXI w/business, classic style, USCG certified .. 80,000
29' TOLLY CRAFTIC. Cruiser .. 16,500
27' REGAL Ambassador, '93, w/trlr .. 26,000
27' CHRIS Sed Skiff, VB, nice .. 12,500
26' REGAL 255 XL .. 18,000/for
25' ALBIH M/S, dsl, strong .. 15,000
24' SEA RAY HT Express w/trlr .. 8,500
24' MARIAH CUDDY, 1976, i/o 28,500
22' APOLLO sdn, trlr, i/o, nice! .. 7,000
22' BAYLIHER EXPLORER, trlr, i/o, very clean .. 14,500
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20' BOSTON WHALER OUTRAGE, trlr, consol, O/B, loaded. Ask \$11,450
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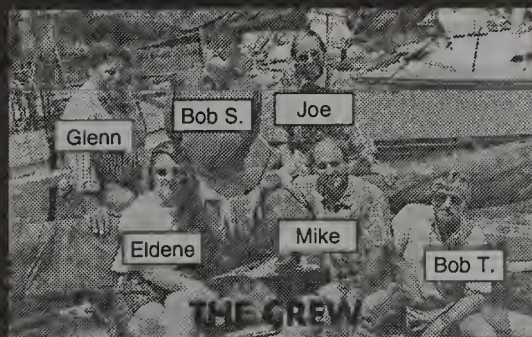


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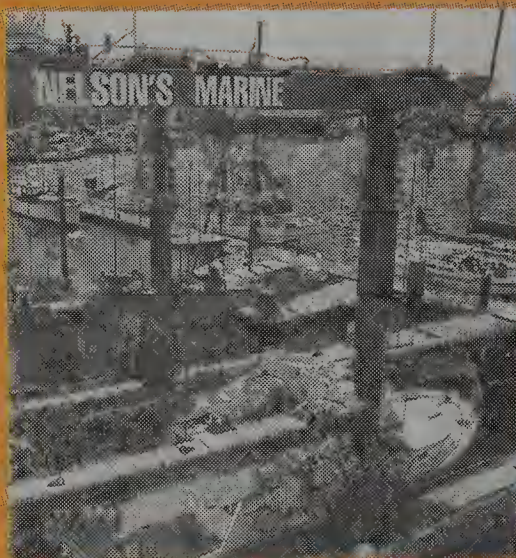
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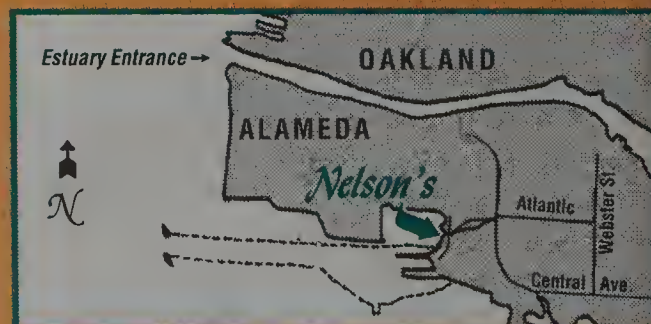
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